

1776

THE

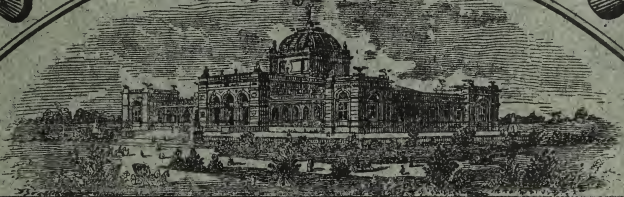
1876

NEW LINE

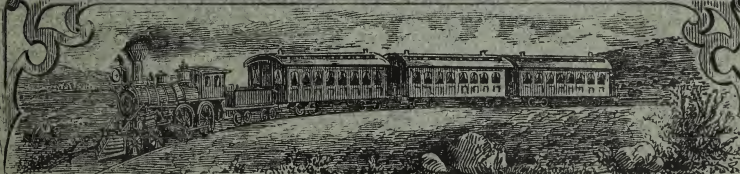
BETWEEN

NEW YORK

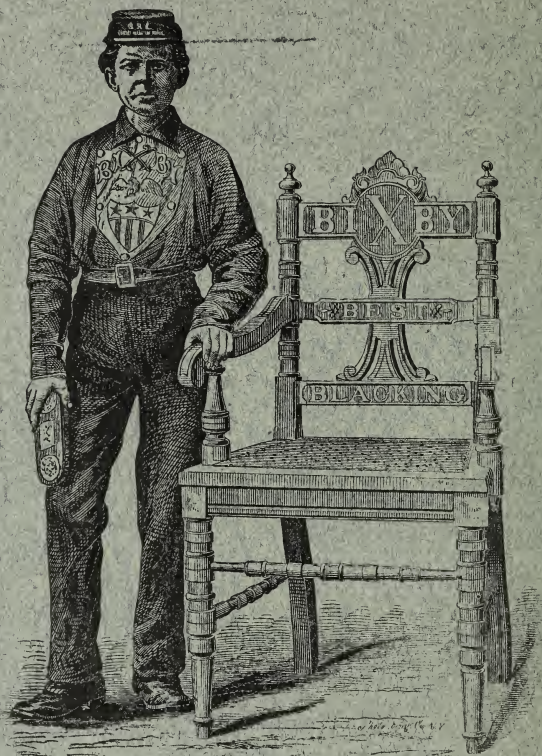
AND



PHILADELPHIA




TO THE
CENTENNIAL



Bixby's "Best" Blacking

Is exhibited by 100 boys (as above) who are stationed within the Centennial Grounds, and charge 10 cents for a "PATENT LEATHER SHINE."

 Every visitor is expected to present himself at the entrance of the Main Building with his **BOOTS POLISHED.**

HENRY MAURER,

(Late of the firm of MAURER & WEBER)

PROPRIETOR OF THE

Excelsior Fire Brick and Clay Retort Works,

LOCATED AT

PERTH AMBOY, N. J.

OFFICE AND DEPOT,

418 to 422 E. 23d St., New York City,

MANUFACTURER OF

FIRE BRICK

OF ALL SHAPES AND SIZES,

BLOCKS AND TILES

For Gas Works, Rolling Mills, Blast Furnaces,

LIME KILNS, GLASS WORKS, &c., &c.

CUPOLA BRICK FOR MCKENZIE'S PATENT CUPOLA,

AND OTHERS.

Dentists' and Assayers' Muffles

—AND—

GRATE FIXTURES

OF ALL SIZES.

Brick and Tiles made to order after any pattern or design at the shortest notice.



Map of the
CITY OF NEW YORK

FEET RODS FATHOMS LEAGUES

HENRY MAURER,

(Late of the firm of MAURER & WEBER)

PROPRIETOR OF THE

Excelsior Fire Brick and Clay Retort Works,

LOCATED AT

PERTH AMBOY, N. J.

OFFICE AND DEPOT.

418 to 422 E. 23d St., New York City,

MANUFACTURER OF

FIRE BRICK

OF ALL SHAPES AND SIZES,

BLOCKS AND TILES

For Gas Works, Rolling Mills, Blast Furnaces,

LIME KILNS, GLASS WORKS, &c., &c.

CUPOLA BRICK FOR MCKENZIE'S PATENT CUPOLA,

AND OTHERS.

Dentists' and Assayers' Muffles

—AND—

GRATE FIXTURES

OF ALL SIZES.

Brick and Tiles made to order after any pattern or design at the shortest notice.

HENRY MAURER,

(Late of the firm of MAURER & WEBER)

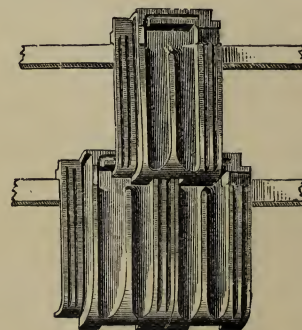
OFFICE AND DEPOT,

418 to 422 East 23d Street,
NEW YORK CITY,

MANUFACTURER OF

HOLLOW BRICK

AND



ROOFING TILES

The Building of the State of New Jersey upon the Centennial Grounds at Philadelphia, Pa., is covered with our Roofing Tiles. Light in weight, thoroughly fire-proof, perfectly water-tight, and as to cost, comparing favorably with either tin or slate,

THEY ARE UNSURPASSED.

HENRY MAURER,

(Late of the firm of MAURER & WEBER)

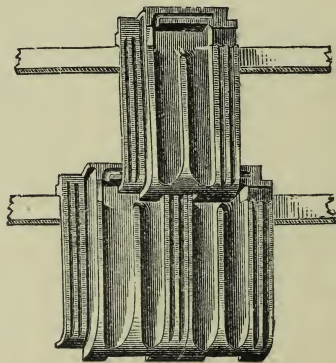
OFFICE AND DEPOT,

418 to 422 East 23d Street,
NEW YORK CITY,

MANUFACTURER OF

HOLLOW BRICK

AND



ROOFING TILES



The Building of the State of New Jersey upon the Centennial Grounds at Philadelphia, Pa., is covered with our Roofing Tiles. Light in weight, thoroughly fire-proof, perfectly water-tight, and as to cost, comparing favorably with either tin or slate,

THEY ARE UNSURPASSED.

THE
NEW LINE

BETWEEN

NEW YORK AND PHILADELPHIA
TO THE CENTENNIAL,

CONTAINING

- 1st. A general Guide to New York (with map).
- 2d. A description of the New Line to Philadelphia.
- 3d. A general Guide to Philadelphia (with map).
- 4th. A description (with illustrations) of the Centennial Buildings and Grounds.

TWENTY THOUSAND COPIES

OF THIS BOOK ARE

Issued for Gratuitous Distribution.

Entered according to Act of Congress in the year 1876, by GEORGE L. CATLIN, In the Office of
the Librarian of Congress at Washington.

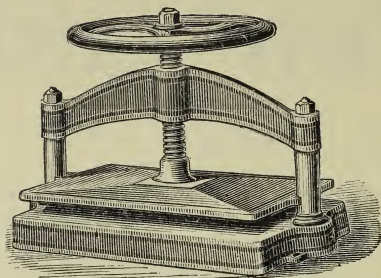
GEORGE L. CATLIN.

NEW YORK:

1876.

COPYING PRESSES.

ALL
SIZES
FROM
9 x 12
TO
24 x 27.



FINISHED
IN A
GREAT
VARIETY
OF
STYLES.

Improvements introduced by us:

Wheel instead of Handle to operate the Screw.
Nickel Plating of Polished Parts.
Steel Arch (or Yoke). New and Elegant Styles of Ornamentation.

T. SHRIVER & CO., Manufacturers,
333 E. 56th St., New York.



SHRIVER'S Hydraulic Organ Blower.

A simple, convenient and economical means of supplying wind
to church organs.

Address, T. SHRIVER & CO.,

333 E. 56TH STREET, NEW YORK.

In use in Dr Hall's Church, Fifth Avenue, New York, and in the Brooklyn
Tabernacle, &c., &c.

Piano Plates,

GRAND, SQUARE & UPRIGHT CAST, DRILLED JAPANED
AND ORNAMENTED.

T. SHRIVER & CO.,

333 E. 56th Street, New York.



PART I.

GUIDE TO NEW YORK CITY.*

HISTORY.—Jean Verranzani, a navigator from Florence, whom Francis I. dispatched in 1524 to explore the North American coast, first discovered Manhattan Island, on which New York city stands. He did not stop, however, and later, in 1609, Hendrick Hudson, with the Half Moon, one of the Dutch East India Company's vessels, sailed up the bay, and entering the river which bears his name, laid claim by right of discovery to the adjacent territory. A permanent settlement was made in 1625; a year later Manhattan Island (signifying "the place where we all got drunk,") was bought by Peter Minuit for \$24, and in 1652, under a burgher government, the city of New Amsterdam was incorporated. The British captured it twelve years later and changed its name to New York. In 1673 the Dutch regained possession and called it New Orange; but in 1674 a treaty brought it again into English hands, since which time the city has been called by its present name. At the time of the Declaration of Independence the population of the city was 23,000. "In 1789," says Taintor's Guide, "Washington was inaugurated as first President of the United States at the old city hall, the site of the present office of the assistant-treasurer of the United States, Wall street, north-east corner of Nassau street. Free schools were established in the city in 1797, and incorporated in 1805. In 1807 steam navigation was first accomplished on the Hudson river; the first steam-ferry to Brooklyn was established in 1814; in 1817 the first regular line of packet-ships to Liverpool was started, and in 1819 the first savings-bank was opened. Gas was introduced into the city in 1825, and water from the Croton river in 1842. The first clergyman was Everardus Bogardus, and the first schoolmaster was Adam Roelandsen, both of whom arrived from Holland in April, 1633."

* In connection with the use of this Guide the reader will find the accompanying Map of New York City valuable, as showing the names of streets, location of ferries, steamer landings and prominent points of interest.

POPULATION.—The population of New York, as shown by the census returns from time to time, was in 1653, 1,120; in 1675, 2,580; in 1696, 4,455; in 1730, 8,256; in 1756, 10,530; in 1774, 22,861; in 1790, 33,131; in 1800, 50,489; in 1810, 96,373; in 1820, 123,706; in 1830, 202,589; in 1840, 312,710; in 1850, 515,394; in 1860, 813,669; in 1870, 942,292, and in 1875, 1,045,036.

TOPOGRAPHY.—A glance at the accompanying map of New York will at once show the reader the topography of the city and Manhattan Island on which it is located. The greatest distance from river to river is at about Grand street, or Corlear's Hook, where the island is two miles wide, though it practically narrows but little from that point northward to Harlem River. North and South, the distance from the Battery to Harlem River is eight and a half miles, or to Spuyten Duyvil Creek, thirteen and a half miles. Broadway, the principal thoroughfare, runs from the Battery northward through the center of the Island, turning slightly to the west at Tenth street, and being consequently above that point intersected at long intervals by Fifth, Sixth, Seventh and Eighth avenues, which run due north and south.

PRINCIPAL STREETS.—In addition to Broadway, with its palatial rows of banks, insurance buildings and wholesale dry goods marts, the visitor should not fail to see Broad and Wall streets, the great financial centers of the city, South and West streets, which, lined with shipping, border on the East and Hudson rivers respectively; Nassau street with its quaint reminiscences of the olden time; Church street, with its massive white marble blocks of dry goods houses: the Bowery and Chatham street, with their cosmopolitan population; Fourteenth and Twenty-third streets, extending in a broad sweep from river to river; and Fifth and Madison avenues, extending, the one from Washington and the other from Madison square, far up to the northern end of the Island, and lined with costly public edifices or private dwellings.

POINTS OF INTEREST.—*The Battery* at the southern end of the Island, 10½ acres in area and commanding a splendid view of the harbor and fortifications; *Castle Garden*, (on the Battery), where Jenny Lind sang, but now used as an emigrant depot; *Bowling Green* at the foot of Broadway; *Trinity and St. Paul's Churches*, *the Equitable Insurance Co.*, *Western Union Telegraph Co.*, and the *Herald* buildings, all on Broadway between City Hall Park and the Battery; the *N. Y. Custom House*, corner of Wall and William, and the *U. S. Sub-Treasury*, corner of Wall and Nassau; *the old Dutch Church*, (until recently used as the Post Office), corner of Pine and Nassau; the *New Post Office*, corner of Broadway and Park Row; the *Produce Exchange* on Whitehall street, and the *Coal and Iron Exchange* on Cortland street; the *Tribune Building*, corner of Nassau and Spruce streets, the *City Hall* and *New Court House*, on the City Hall Park; *the Tombs*, Court and Prison, on Centre street, corner of Leonard; *Washington, Union and Madison Squares*, (see map); *Stewart's Store*, corner of Broadway and Eleventh street;

Academy of Music, Fourteenth street and Irving place ; *Astor Library*, (free) on Lafayette Place, near Astor Place ; *Cooper Union* and *Bible House*, corner Fourth avenue and Astor Place ; *N. Y. Historical Society*, University Place, near Twelfth street ; *Masonic Hall*, corner 23d street and Sixth avenue ; *Academy of Design*, cor. 23d street and Fourth avenue ; *Bellevue Hospital*, East 26th street and East river ; *Grand Central Depot*, 42d street and Fourth avenue ; *Columbia College*, East 50th street and Fourth avenue ; *New York University*, on University Place, opposite Washington Square ; *College of Physicians and Surgeons*, corner 23d street and Fourth avenue ; the *R. C. Cathedral*, corner 50th street and Fifth avenue ; *Blackwell's Island*, with the penal and charitable institutions of the city ; *Five Points Mission*, corner of Park and Little Water streets ; *Mt. Sinai Hospital*, 138 West 28th street, and hundreds of minor points of interest which may be found enumerated in the City Directory.

CENTRAL PARK.—This great public pleasure ground, which is reached by all the up town horse car lines on the principal avenues, extends from 59th to 110th streets and from Fifth to Eighth avenues, and covers 843 acres in area. It contains 15 miles of carriage drives, 8 of bridle paths and 25 of walks. Four streets, 65th, 79th, 85th and 97th, cross the Park. Visitors should not fail to see the *Mall*, the *Ramble*, the *Reservoirs*, the *Gallery of Statuary and Art*, and the *Museum*, and in summer to enjoy a sail on the lake. Carriages can be hired within the Park for a reasonable sum, the rate of fare being fixed by the Park Commissioners. At four o'clock on Saturday afternoons fine open-air concerts are given by Dodworth's Band.

The Park is open every day in the year as follows : During December, January and February, from 7 a.m. to 8 p.m. ; during March, April, May, June, October, and November, from 6 a.m. to 9 p.m. ; during July, August, and September, from 5 a.m. to 11 p.m.

SUBURBAN RESORTS.—*Staten Island*, reached by ferries from foot of Dey street, or foot of Whitehall street ; *Greenwood Cemetery* and *Coney Island*, by cars from Fulton street and Fulton Ferry to Brooklyn ; *Rockaway Beach*, *Babylon* and *Fire Island*, by Long Island Railroad from James slip, East River ; *City Island* and *Pelham Manor*, by Morrisania boat from Fulton slip, and thence by cars on New Rochelle Branch of New Haven R. R. ; *High Bridge*, by Harlem River boats ; *Fort Lee*, by ferryboat from foot of 42d street, N. R. ; *Passaic Falls*, *Paterson*, by Erie Railway from foot of Chambers or 23d streets, N. R., or N. J. Midland Railway from foot of Cortland or Desbrosses streets, N. R., and *Bergen Point*, *Perth Amboy*, *Long Branch*, *Ocean Grove* and *Sea Girt*, via New Jersey Central Railroad from foot of Liberty street.

HOTELS.

Alhmarle.....	Broadway and 24th St.	Libby.....	386 Fourth Ave.
Arlington.....	22 East 14th St.	Madison Square.....	Broadway and 21st St.
Ashland.....	4th Ave. and 24th St.	Marlborough.....	6th Ave. and 38th St.
Astor.....	221 Broadway.	Merchants.....	39 Cortlandt St.
Astor Place.....	25 Third Ave.	Metropolitan.....	586 Broadway.
Barnum's.....	904 Broadway.	Monument.....	6 Union Square.
Belmont.....	137 Fulton St.	National.....	5 Cortlandt St.
Belvidere.....	Irving Place and 15th St.	New York.....	721 Broadway.
Brandreth.....	Broadway and Canal St.	Occidental.....	Broome St. and Bowery.
Brevoort.....	11 Fifth Ave.	Pacific.....	172 Greenwich St.
Brevoort Place.....	Broadway and 10th St.	Parker.....	Broadway and 34th St.
Briggs House.....	4th Ave. and 42d St.	Park.....	Beekman and Nassau Sts.
Broadway.....	Broadway and 42d St.	Prescott.....	Broadway and Spring St.
Buckingham.....	5th Ave. and 50th St.	Revere.....	606 Broadway.
Clarendon.....	64 Union Square.	Saint Charles.....	648 Broadway.
Clifford.....	26th St. and Broadway.	Saint Cloud.....	Broadway and 42d St.
Coleman.....	Broadway and 27th St.	Saint Denis.....	Broadway and 11th St.
Cosmopolitan.....	Chambers and W. Broadway.	Saint James.....	1133 Broadway.
Crittenden.....	Broadway and 26th St.	Saint Julien.....	4 Washington Place.
Crook's.....	84 Chatham St.	Saint Germain.....	1 East 22d St.
Dey Street.....	58 Dey St.	Saint Nicholas.....	515 Broadway.
Earle's.....	Canal and Centre Sts.	Saint Omer.....	6th Ave. and 23d St.
Everett.....	4th Ave. and 17th St.	Sinclair.....	754 Broadway.
Fifth Avenue.....	5th Ave. and 23d St.	Sixth Avenue.....	777 and 779 Sixth Ave.
Frankfort.....	Frankfort and William Sts.	Soule's European.....	6th Ave. and 44th St.
French's.....	1 Chatham St.	Southern.....	679 Broadway.
Gilsey.....	Broadway and 29th St.	Spingler.....	5 Union Square.
Glenham.....	155 Fifth Ave.	Stacy.....	760 Broadway.
Grand.....	Broadway and 31st St.	Stevens.....	23 Broadway.
Grand Central.....	671 Broadway.	Sturtevant.....	1186 Broadway.
Grand Union.....	4th Ave. and 41st St.	Sweeney's.....	Chambers and Chatham Sts.
Grosvenor.....	37 Fifth Ave.	Torrilhou.....	344 Sixth Ave.
Hoffman.....	1111 Broadway.	Tremont.....	665 Broadway.
Hoyt.....	759 Broadway.	Tyler.....	Broadway and 12th St.
Hotel Branting.....	Madison Ave. and 58th St.	Union.....	465 Fourth Ave.
“Brunswick.....	225 Fifth Ave.	Union Place.....	Broadway and 14th St.
“Espanola.....	21 East 4th St.	Union Square.....	16 Union Square.
“Monico.....	23 East 17th St.	United States.....	Fulton and Water Sts.
“Royal.....	6th Ave. and 40th St.	University.....	27 Waverley Place.
“St. Germain.....	5th Ave. and 22d St.	Washington.....	1 Broadway.
International.....	17 and 19 Park Row.	Westminster.....	Irving Place and 16th St.
Irving.....	49 East 12th St.	Westmoreland.....	Fourth Ave. and 17th St.
Irving Place.....	1 Irving Place.	Winchester.....	Broadway and 31st St.
Lenox.....	72 Fifth Ave.	Windsor.....	Fifth Ave. and 46th St.

PLACES OF AMUSEMENT.

Academy of Music, E. 14th St. and Irving Place.	Olympic Theatre, 624 Broadway.
Booth's Theatre, W. 23d St., cor. Sixth Ave.	Park Theatre, 932 Broadway.
Bowery Theatre, 48 Bowery.	Pastor, Anthony, 201 Bowery.
Bryan's Minstrels, 115 W. 23d St.	San Francisco Minstrels, Broadway, cor. 29th St.
Grand Opera House, Eighth Ave., cor. 23d St.	Stadt Theatre, 45 Bowery.
Fifth Ave. Theatre, 28th St., near Broadway.	Theatre Comique, 514 Broadway.
Hippodrome, Fourth Ave. and 26th St.	Union Square Theatre, 14th St., near Broadway.
Lyceum Theatre, 107 W. 14th St.	Wallack's Theatre, S44 Broadway.
Metropolitan Theatre, 537 Broadway.	Wood's Museum and Theatre, 1221 Broadway.
Niblo's Garden, 576 Broadway.	

ART GALLERIES.

Academy of Design, Fourth Ave., cor. 23d St.	Somerville, 14th St. and Fifth Ave.
Cooper Institute, Fourth Ave. and Eighth St.	Sarony & Co., 680 Broadway. (Photographic—Free.)
Historical Society, cor. Second Ave. and Eleventh St. (By introduction.)	Schaus, W., 749 Broadway. (Free.)
Metropolitan Museum of Art, 128 W. 14th St. (Mondays free.)	Snedecor, J., 768 Broadway. (Free.)

CLUBS.

American Jockey Madison Avenue, corner E. 27th Street.
 Arion, 21 St. Mark's Place.
 Army and Navy, 16 Fifth Ave.
 Aschenbroedel, 74 E. 4th St.
 Blossom, 129 Fifth Ave.
 Century, 109 E. 15th St.
 German, 104 Fourth Ave.
 Gotham, Broadway, cor. E. 14th St.
 Knickerbocker, Fifth Ave., cor. E. 28th St.

Lotus, 2 Irving Place.
 Manhattan, 96 Fifth Ave.
 New York. 309 Fifth Ave.
 N. Y. Chess, University Building.
 N. Y. Caledonian, 118 Sullivan St.
 N. Y. Yacht, (house at Staten Island), Madison Ave., cor. E. 22d St.
 Palette, 6 E. 23d St., Madison Square.
 Travelers', 124 Fifth Ave.
 Union League, Madison Ave., cor. E. 26th St.

MAIL STATIONS.

All the Stations except **M** are Money Order Offices, by which Orders are issued or paid.

Open from 6.30 a. m. to 8.00 p. m. On Sundays from 8.00 to 9.30 a. m.

A—595 Broadway.
B—380 Grand Street.
C—583 Hudson Street.
D—4 Cooper Institute.
E—465 Eighth Avenue.
F—550 Third Avenue.
G—935 Eighth Avenue.
H—1009 Third Avenue.
J—73d Street and Boulevard.
K—1531 Third Avenue.
L—2237 Third Avenue.

M—Tenth Avenue, corner 152d Street.
O—Manhattanville.
R—110th Street and Boulevard.
 Morrisania.
 Tremont.
 West Farms.
 Fordham.
 Spuyten Duyvil.
 Kings Bridge.
 Riversdale.
 Woodlawn.

Letters deposited at Stations **A, B, C, D, E, F,** before 7.30 p. m., and **G** and **H** before 5.30 p. m. will reach the Main Office at 8.00 p. m.

FOREIGN CONSULS IN NEW YORK CITY.

Argentine Republic—E. F. Davison, C. G.; Joseph H. Snyder, V. C., 128 Pearl St.
Austria—Theodore A. Havemeyer, C. G.; Hugo de Fritsch, C., 33 Broadway, Room 25.
Belgium—Charles Mall, 68 Worth St.
Bolivia—Jose Pol, Philadelphia, Pa. No office in New York.
Brazil—Salvador de Mendonca, C. G.; T. Gossler, V. C., 150 Pearl St.
Chili—Stephen Rogers, care J. S. Spinney, 66½ Pine St.
Columbia—M. Salgar, C. G., 25 William St., rear, room 13.
Costa Rica—J. M. Munoz, 52 Pine St.
Denmark—Henri M. Braem, room 12, 52 Broadway.
Ecuador—N. R. Ansaldo, V. C., 12 Old Slip.
Egypt—Inquire of S. L. Merchant, 76 South St.
France—A. L. de la Forest, C. G.; Dejardin Leon, Chancellor, 4 Bowling Green.
German Empire—H. A. Schumacher, C. G.; F. Hinkel, C.; A. Fiegel, V. C., 2 Bowling Green.
Great Britain—E. M. Archibald, C. B.; J. Pierrepoint Edwards, V. C., room 8, 17 Broadway; Gilbert Fraser, 2d V. C., 29 Broadway.
Greece—D. N. Botassi, C. G., 56 Stone St.
Cua'emala—Jacob Baiz, C. G., 35 Broadway.
Haiti—C. A. Vanbokkelen, 29 Front St.
Hawaiian Islands—E. H. Allen, Jr., C. G., 26 White St.
Hungary—See "Austria."
Italy—Ferdinando de Euca, C. G.; A. P. Bajnoti, V. C., room 14, 7 Broadway.
Japan—Tetsunoske Tomita, V. C., 7 and 9 Warren St.

Mexico—Juan N. Navarro, C. G., room 34, 52 Exchange Place.
Monaco—Dejardin Leon, 4 Bowling Green.
Netherlands—R. C. Burlage, C. G.; J. R. Planten, V. C.; W. J. C. P. Cramer, Chancellor, 45 Exchange Place.
Nicaragua—Alexander T. Cotheal, C. G.; J. R. de la Espiella, C., 59 William and 52 Pine.
Norway—C. Bors, rooms 9 and 10 Exchange Place.
Paraguay—Rafael Ro. Barthold, C. G., 40 Stone St.
Peru—J. C. Tracy, room 23, 39 Broadway.
Portugal—Antonio Da Cunha Pereira de Sotto Maior, C. G.; G. Amsinck, C., 150 Pearl St.
Russia—Waldemar de Bodisco, C. G., room 31, 52 Exchange Place; Herman Baltzer, V. C., 50 Exchange Place.
Salvador—Jacob Baiz, C. G., 35 Broadway.
Santo Domingo—L. Del Monte, C., room 24, 50 Exchange Place.
Spain—Hipolito de Uriarte, C. G.; Jose di Perignat, V. C.; M. S. de Suarez, Chancellor, room 30, 29 Broadway.
Sweden—C. Bors, rooms 9 and 10, 18 Exchange Place.
Switzerland—J. Bertschmann, Consul, room 7, 60 Wall St.
Turkey—Edward Sherer, Acting Consul, room 17, 122 Front St.
Uruguay—Edwin C. B. Garcia, C. G.; B. S. Musgrave, V. C., room 30, 76 Wall St.
Venezuela—J. Gutierrez Coll, room 86, 35 Broadway; A. A. Munoz, V. C., room 27, 121 and 123 Front St.

OCEAN STEAMERS—FOREIGN PORTS.

DESTINATION.	PIER.	TIME OF SAILING.	OFFICES.
Aspinwall.....	42 N. R.	5th and 21st each month.	H. J. Bullay, Pier 42, N. R.
Bermuda.....	37 N. R.	3d Thursday each month.....	Lunt Bros., 28 South Street.
Bremen.....	Foot of Third St, H. boken.	Weekly.....	North German Lloyd, 2 Bowling Green.
Glasgow and Londonderry.....	20 N. R.	Wednesday and Saturday.....	Anchor Line, 7 Bowling Green.
China.....	42 N. R.	Tri-monthly.....	F. R. Baby, Pier 42, N. R.
Hamburg.....	Hoboken.	Weekly.....	Hamburg American Packet Co., 61 Broad St.
Havana.....	13 N. R.	Thursday.....	Atlantic Mail S. S. Co., 6 Bowling Green.
Havana, Sisal, and Vera Cruz.....	3 N. R.	Thursday.....	Alexandre & Sons, 33 Broadway.
Havre and Bresl.....	50 N. R.	Semi monthly.....	Gen'l Trans. Mail S. S. Co., 58 Broadway.
Haiti.....	Brooklyn.	Monthly.....	N. Y. & W. I. S. S. Co., 5 William Street.
Liverpool via Queenstown.....	45 N. R.	Saturday and every other Thursday.	Inman Line, 15 Broadway.
Liverpool via Queenstown.....	46 N. R.	Wednesday.....	U. S. Mail Line, 63 Wall Street.
Liverpool via Queenstown.....	44 and 47 N. R.	Saturday.....	National Line, 69 Broadway.
Liverpool via Queenstown.....	Jersey City.	Wednesday and Saturday.....	Cunard Line, 4 Bowling Green.
Liverpool and Mediterranean.....	20 N. R.	Wednesday and Saturday.....	Anchor Line, 7 Bowling Green.
Liverpool.....	52 N. R.	Weekly.....	White Star Line, 19 Broadway.
London.....	44 and 47 N. R.	Semi-monthly.....	National Line, 69 Broadway.
Cardiff.....	Jersey City.	Semi-monthly.....	A. Baxter & Co., 17 Broadway.
Nassau, N. P.....	3 N. R.	Monthly.....	Atlantic Mail Co., 33 Broadway.
St. Thomas and Brazil.....	43 N. R.	Monthly.....	U. S. and Brazil Mail Co., 5 Bowling Green.

DOMESTIC PORTS.

Alexandria, Va.....	41 E. R.	Weekly.....	J. C. Kenyon, 226 South Street.
Charleston, S. C.....	29 N. R.	Semi-weekly.....	J. W. Quintard & Co., 177 West Street.
Galveston, Texas, via Key West.....	20 E. R.	Weekly.....	Mallory & Co., 153 Maiden Lane.
New Orleans.....	9 N. R.	Weekly.....	Clark & Seaman, 86 West Street.
New Orleans.....	36 N. R.	Weekly.....	C. A. Whitney & Co., Pier 36, N. R.
Philadelphia.....	33 E. R.	Daily.....	W. P. Clyde & Co., 6 Bowling Green.
Portland, Me.....	38 E. R.	Semi-weekly.....	J. F. Ames, Pier 38, E. R.
Richmond, Portsmouth and Norfolk, Va.....	37 N. R.	Tri-weekly.....	H. J. Bullay, Pier 42, N. R.
San Francisco, Aspinwall and Panama.....	42 N. R.	Semi-monthly.....	W. R. Garrison, 5 Bowling Green.
Savannah, Ga.....	43 N. R.	Weekly.....	Murray, Ferris & Co., 62 South St.
Savannah, Ga.....	16 E. R.	Weekly.....	W. P. Clyde & Co., 6 Bowling Green.
Wilmington, N. C.....	13 N. R.	Semi-weekly.....	W. P. Clyde & Co., 6 Bowling Green.

HORSE CAR LINES.

(A reference to the accompanying Map of New York will serve to explain routes as given below.)

First and Second Ave. Line--Peck Slip to Harlem; also Broadway and Worth St. to Harlem.

Third Ave. Line--Post Office to Harlem and Grand Central Depot.

Fourth Ave. Line--Post Office to Grand Central Depot and 34th St. Ferry.

Sixth Ave. Line--Broadway and Vesey St. and Broadway and Canal St. to Central Park.

Broadway and University Place Line--Broadway and Barclay St. and Broadway and Broome St. to Central Park.

Seventh Ave. Line--Broadway and Park Place to Central Park.

Eighth Ave. Line--Broadway and Vesey St. and Broadway and Canal St. to Central Park.

Ninth Ave. Line--Broadway and Fulton St. to Fifty-Fourth St.

Madison Ave. Line--Post Office to 86th St., via Grand Central Depot.

South Ferry and Vesey St. Line--South Ferry to Vesey St.

Belt Line, West Side--South Ferry, via West St. and Tenth Ave., to Central Park.

Belt Line, East Side--South Ferry, via Front St. and East Side, to Central Park.

Grand and Cortland St. Line--Cortland St. Ferry, N.R., to Grand St. Ferry, E.R., via Canal St.

Desbrosses and Grand St. Line--Desbrosses St. Ferry, N.R., to Grand St. Ferry, E.R., via Grand St.

Dry Dock and East Broadway Line--Post Office to 23d St. Ferry, E.R., via Aves. D and A.

Avenue B and Thirty-Fourth St. Line--Post Office to Thirty-Fourth St. Ferry, E.R., via Ave. B and First Ave.

Avenue C Line--Erie Ferry, foot Chambers St., to Grand Central Depot; also, to Greenpoint Ferry, foot of Tenth St., E.R.

Christopher and Tenth St. Line--Christopher St. Ferry, N.R., to Greenpoint Ferry, foot of Tenth St., E.R., via Eighth St.

Central Cross-Town Line--Christopher St. Ferry, N.R., to Greenpoint Ferry, foot Twenty-Third St., E.R., via Union Square.

Astor Place Line--Broadway and Astor Place to Astoria Ferry, foot Eighty-Sixth St., E.R., via Second Ave.

Twenty-Third St. Line--Erie Ferry, foot of Twenty-Third St., N.R., via Madison Square, to Greenpoint Ferry, foot Twenty-Third St., E.R.; also, via Second Ave. to Hunter's Point Ferry, foot Thirty-Fourth St., E.R.

Forty-Second and Grand St. Line--Grand St. Ferry, E.R., to Weehawken Ferry, foot Forty-Second St., N.R., via Fifth Avenue Hotel.

Bleecker St. and Fulton Ferry Line--Fulton Ferry, E.R., via Post Office, to foot of Fourteenth St., N.R.; also, via Peck Slip, New Bowery and Canal St. to same point.

STAGE ROUTES.

Broadway and Fifth Ave. Line--Leaves Fulton Ferry and runs through. Last stage leaves Fulton Ferry 12 P.M. Last stage leaves 42d St. 11 P.M. Fare, 10 cents.

Broadway, Twenty-Third St. and Ninth Ave. Line--Leaves South Ferry. Last stage

leaves South Ferry 11.30 P.M. Last stage leaves 29th St. 10.55 P.M. Fare, 10 cents.

Madison Ave. Line--Leaves Wall St. Ferry. Last stage leaves Wall St. Ferry 11.30 P.M. Last stage leaves 42d St. 10.55 P.M. Fare, 10 cents.

FERRIES.

Astoria, from Peck Slip, E. R., and from 92d St., E. R.

Brooklyn, from James Slip, E. R., to Bridge St.

Brooklyn, from Catharine St., E. R., to Main St.

Brooklyn, from Fulton St., E. R., to Fulton St.

Brooklyn, from Whitehall St., E. R., to Atlantic Street.

Brooklyn, from Whitehall St., E. R., to Hamilton Ave.

Brooklyn, from Wall St., E. R., to Montague St.

Brooklyn, from Jackson St., E. R., to Hudson Avenue.

Brooklyn, E. D., from Houston Street, E. R., to Grand St.

Brooklyn, E. D., from Grand Street, E. R., to South 7th St.

Brooklyn, E. D., from Roosevelt Street, E. R., to South 7th St.

Greenpoint, from 10th St., E. R., to Greenpoint.

Greenpoint, from 23d St., E. R., to Greenpoint.

Harlem, etc., from Peck Slip, to Harlem.

Hunter's Point, from James Slip, E. R., to Hunter's Point.

Hunter's Point, from 34th St., E. R., to Hunter's Point.

New Jersey, from Liberty St., N. R., to Central R. R. of N. J. dock, Communipaw.

New Jersey, from Cortlandt St., N. R., to Jersey City.

New Jersey, from Desbrosses St., N. R., to Jersey City.

New Jersey, from Chambers St., N. R., to Pavonia Ferry, Erie R. R. dock.

New Jersey, from 23d St., N. R., to Pavonia Ferry, Erie R. R. dock.

New Jersey, from Barclay St., N. R., to Hoboken.

New Jersey, from Christopher Street, N. R., to Hoboken.

New Jersey, from 42d St., N. R., to Weehawken.

Staten Island (Tompkinsville, Stapleton, and Vanderbilt's landing), from foot Whitehall Street, (Battery.)

Staten Island, from Pier 19, N. R., to North Shore.

RAILROAD DEPOTS.

All Rail Route to Long Branch—Depot, foot of Liberty St.
Baltimore and Ohio—Depot, Jersey City Ferries.
Central of New Jersey—Depot, foot of Liberty St.
Delaware, Lackawanna and Western—Depot, Hoboken Ferries, Barclay and Christopher Sts.
Erle Railway—Depot, foot of Chambers St., and 23d St. Ferry.
Flushing and North-Side R. R.—Foot James Slip, and foot of E. 34th St.
Hackensack and N. Y.—Foot Chambers St.
Long Island and Long Island Southern R. R.—Depot, James Slip.
Morris and Essex—Foot Barclay and foot Christopher Sts.

N. J. Southern—Pier 8, N. R.
N. J. Midland—Depot, foot Cortlandt and foot Desbrosses Sts., Jersey City Ferries.
New York Central and Hudson River R. R.—Grand Central Depot, 42d St. and 5th Ave.
New York and Boston—Fourth Ave. and 42d St.
New York and Harlem—Fourth Ave. and 42d St.
New York and New Haven—Fourth Ave. and 42d St.
New York and Philadelphia New Line—Depot, foot Liberty St.
Pennsylvania Central—Depot, foot Cortlandt and foot Desbrosses Sts.
Staten Island—Foot Whitehall St., Pier No. 1, East River.

BANKS AND THEIR LOCATION.

American Exchange National....128 Broadway.
 Bank of America.....46 Wall St.
 Bank of British North America, Ag'y, 52 Wall St.
 Bank of California, Agency.....33 Pine St.
 Bank of Montreal, Bell & Smithers,
 Agents.....59 Wall St.
 Bank of North America.....44 Wall St.
 Bank of New York, National Bank-
 ing Association.....48 Wall St.
 Bank of the Metropolis.....31 Union Square.
 Bowery National.....62 Bowery.
 Bull's Head.....340 Third Ave.
 Canadian Bank of Commerce, Ag'y, 50 Wall St.
 Central National.....320 Broadway.
 Chatham National.....196 Broadway.
 Chemical National.....270 Broadway.
 Continental National.....7 Nassau St.
 Corbin Banking Company.....61 Broadway.
 Corn Exchange.....13 William St.
 Dry Goods.....345 Broadway.
 East River National.....682 Broadway.
 Eleventh Ward.....147 Avenue D.
 Fifth Ave. Bank.....cor. 5th Ave. and 44th St.
 Fifth National.....300 Third Ave.
 First National.....94 Broadway.
 Fourth National.....14 Nassau St.
 Fulton National.....37 Fulton St.
 Gallatin National.....36 Wall St.
 German-American.....120 Broadway.
 German Exchange.....245 Bowery.
 Germania.....185 Bowery.
 Grand Central.....760 Third Ave.
 Greenwich.....402 Hudson St.
 Grocers'.....59 Barclay St.
 Hanover National.....33 Nassau St.
 Harlem.....2,291 Third Ave.
 Importers' and Traders Nat'l.....247 Broadway.
 Irving National.....287 Greenwich St.
 Island City.....254 Eighth Ave.
 Leather Manufacturers National.....29 Wall St.
 Loaners'.....22 Nassau St.
 Manhattan Company.....40 Wall St.
 Manufacturers' and Merchants'...561 Broadway.

Manufacturers' and Builders'....953 Third Ave.
 Marine National.....78 Wall St.
 Market National.....286 Pearl St.
 Mechanics' National.....33 Wall St.
 Mechanics' and Traders' National...153 Bowery.
 Mercantile National.....191 Broadway.
 Merchants' Bank of Canada, Agency, 62 Wall St.
 Merchants' National.....42 Wall St.
 Merchants' Exchange National...258 Broadway.
 Metropolitan National.....108 Broadway.
 Murray Hill.....558 Third Ave.
 Nassau.....137 Nassau St.
 National Bank of Commerce...29 Nassau St.
 " Bank of the State of N. Y. 35 William St.
 " Bank of the Republic...90 Broadway.
 " Broadway.....237 Broadway.
 " Butchers' and Drovers'...124 Bowery.
 " Citizens'.....401 Broadway.
 " City.....52 Wall St.
 " Currency.....92 Broadway.
 " Mechanics' Banking Asso'n, 33 Wall St.
 " Park.....214 and 216 Broadway.
 " Shoe and Leather.....271 Broadway.
 New York Gold Exchange.....58 Broadway.
 New York County National.....83 Eighth Ave.
 New York National Exchange, 138 Chambers St.
 Ninth National.....409 Broadway.
 North River.....187 Greenwich St.
 Oriental.....96 Bowery.
 Pacific.....470 Broadway.
 People's.....395 Canal St.
 Phoenix National.....45 Wall St.
 Produce.....59 Park Place.
 Second National.....190 Fifth Ave.
 Seventh Ward National.....254 Pearl St.
 Sixth National.....1,800 Broadway.
 St. Nicholas National.....7 Wall St.
 Tenth National.....15 Nassau St.
 Third National.....29 Pine St.
 Tradesmen's National.....291 Broadway.
 Union National.....34 Wall St.
 West Side.....479 Eighth Ave.

Bank Clearing House..... Cor. Pine and Nassau Sts.

RATES OF HACK HIRE.

[Extracts from an ordinance to amend Chapter XL. of the Revised Ordinances of 1866, relating to hackney coaches and cabs :]

§ 1. The price or rates of fare to be asked or demanded by the owners or drivers of hackney coaches or cabs shall be as follows :

§ 2. For conveying one or more passengers any distance not exceeding one mile, one dollar.

§ 3. For conveying one or more passengers any distance exceeding one and not exceeding two miles, one dollar and a half.

§ 4. For conveying one or more passengers any distance exceeding two and not exceeding three miles, two dollars.

§ 5. For conveying one or more passengers any distance exceeding three and not exceeding four miles, two dollars and a half.

§ 6. For conveying one or more passengers any distance over four miles, not otherwise provided for, will be at the rate of seventy-five cents per mile or part of a mile.

§ 7. To and through Central Park from any point in and between Fourteenth and Forty-second Streets, and returning, with privilege of keeping carriage three hours, five dollars.

§ 8. To and through Central Park from any point north of Forty-second Street and south of One Hundred and Thirtieth Street, and returning, with privilege of keeping carriage two hours, four dollars.

§ 9. To and through Central Park from any point below Fourteenth Street and north of One Hundred and Seventy-fifth Street to Kingsbridge, and returning, with privilege of keeping the carriage three hours, six dollars.

§ 16. To balls and theatres, and returning, from any point below Fifty-ninth Street, three dollars. North of Fifty-ninth Street, each additional mile shall be charged for at a rate not to exceed fifty cents.

§ 17. For the use of a carriage by the hour, with the privilege of going from place to place, and stopping as often and long as may be required, one dollar and a half per hour, excepting cabs, the fare for which shall be one dollar per hour.

§ 18. Sections 7 to 18 of this article will be for one, two, three, or four passengers.

§ 19. No charge shall be made for children under 8 years of age, accompanying adults.

§ 21. Every owner or driver of any hackney coach or cab shall carry on his coach or cab one piece of baggage without extra charge, but for any extra baggage he may carry he shall be entitled to no extra compensation.

§ 22. Through all streets, lanes, and avenues of this city twenty blocks will be deemed a mile, except between the lettered and numbered avenues, as from First to Twentieth Street, or from Fourteenth to Thirty-fourth street. Seven blocks between the numbered or lettered avenues will be deemed a mile, as from Avenue B to Sixth Avenue, or from Second to Ninth Avenue.

§ 23. All disputes, as to the prices or distance, shall be settled by the Mayor, or such other person as he may designate.

§ 24. In all cases, when the hiring of a hackney coach or cab is not at the time thereof specified to be by the hour, it shall be deemed to be by mile, and for any detention exceeding fifteen minutes, when so working by the mile, the owner or driver may demand at the rate of one dollar per hour.

§ 27. Every licensed owner or driver of any hackney coach or cab shall have the right to demand his fare of the person or persons employing him on their entering his coach or cab, and may refuse conveying any such person as does not comply with said demand.

DISTANCES IN NEW YORK CITY.

WEST SIDE.

On Broadway.	To From Battery Place.	From City Hall.
Dey Street.....	1/2 mile.....	
City Hall.....	3/4 ".....	
Worth Street.....	1 ".....	1/4 mile.
Canal ".....	1 1/4 ".....	1/2 " "
Houston ".....	1 3/4 ".....	1 " "
Fourth ".....	2 ".....	1 1/4 " "
Ninth ".....	2 1/2 ".....	1 3/4 " "
Fourteenth Street.....	2 3/4 ".....	2 " "
Twenty-third ".....	3 ".....	2 1/4 " "
Thirty-third ".....	3 1/2 ".....	2 3/4 " "
Forty-second ".....	4 ".....	3 1/4 " "

And 1 mile additional for every 20 streets.

EAST SIDE.

Broadway, Chatham, Bowery & Third Ave.	To From Battery Place.	From City Hall.
Dey Street.....	1/2 mile.....	
City Hall.....	3/4 ".....	
Pearl, cor. Chatham.....	1 ".....	1/4 mile.
Chatham Square.....	1 1/4 ".....	1/2 " "
Canal, cor. Bowery.....	1 3/4 ".....	3/4 " "
Broome, ".....	2 ".....	1 " "
Stanton, ".....	2 1/2 ".....	1 1/4 " "
Third St. cor. Bowery.....	2 3/4 ".....	1 1/2 " "
Eighth St., cor. 3d Ave.....	3 ".....	1 3/4 " "
Eighteenth Street.....	3 1/2 ".....	2 " "
Twenty-third Street.....	4 ".....	2 1/4 " "

And 1 mile additional for every 20 streets.



PART II.

FROM NEW YORK TO PHILADELPHIA.



It is eminently befitting that this Centennial year should usher in an era of enlarged and extended means of railroad communication between the two great cities of the American continent. While trunk lines connecting New York, the Metropolis of the New World or other points on the Atlantic seaboard, with the principal cities of the West have multiplied until one wonders that even the great granaries of the Mississippi Valley should demand them all, it will always be a source of surprise to the railroad historian of the future that it was not until this year of 1876 that a second link was forged to connect the great city on the Hudson with its great sister on the Delaware. But the growing demands of travel, and especially in this Centennial year, are inexorable. Quicker, cheaper and more frequent communication between the two cities is imperatively needed, and thus it is that in response to the demand, the New Line between New York and Philadelphia takes its place in the railroad arena of the country, and brings into a closer bond of union the Empire and the Quaker Cities.

Doubtless to many yet living, and remembering the days of slow stage-coach journeys across New Jersey, the idea of taking a seat in a palace coach on the further side of the Hudson, and alighting in less than three hours' time in the City of Brotherly Love, will never cease to be a source of wonder and admiration. Yet science and energy have joined hands to make this wonder a fact, and the traveler, taking the Central R.R. of New Jersey ferry boat from Liberty street to the station on the opposite side of the Hudson, finds himself rapidly conveyed thence through a landscape teeming with varied beauties, and alights in the heart of Philadelphia in less time than it formerly took to travel a quarter of the distance. The length of the line, from Liberty street, New York, to Berks street, Philadelphia, is eighty-eight miles, divided as follows: Central Railroad of New Jersey from New York to Bound Brook, 32.4 miles; Delaware and Bound Brook Railroad, 27 miles; North Pennsylvania Railroad, Yardleyville to Philadelphia, 28.6 miles.

An inspection of the accompanying map of New York City will enable the stranger to accurately determine the point from which the New Line to Philadelphia takes its departure, viz., the foot of Liberty street, N. R. This may either be reached direct by private conveyance, (see Hack Hire Ordinance, page 11,) or

by the West street cars, by stages to Broadway and Liberty street, and thence by a short walk to the ferry, or by the "Down Town" horse car lines, which terminate in the vicinity of the Post Office, within but three squares of Liberty street. While crossing the Hudson upon one of the Central R. R. Company's spacious and comfortable ferry boats, the traveler is afforded a magnificent view of the city and harbor of New York, including the fortifications, Long and Staten Islands, and the Narrows beyond, and in five minutes is landed at the Jersey City station, where the Philadelphia train, composed of palatial and elegant coaches is in waiting. The first six miles of road over which he passes skirt the western shore of the bay, and traverse a region teeming with population, and profusely beautified with suburban villas.

At Bergen Point, well known to New Yorkers as a delightful summer resort, the road crosses Newark Bay, by a bridge fully a mile in length, and enters the large and growing city of Elizabeth. The extensive works on the left of the track at this point are those of the Singer Manufacturing Co., and a short distance beyond, the track of the "All Rail Line to Long Branch" will be seen diverging from the main line. After passing directly through the business center of Elizabeth, which to-day has a population of about 25,000, the train again emerges into the open country beyond, passes the thriving villages of Roselle, Cranford, Westfield and Fanwood (formerly Scotch Plains), and presently enters the growing city of Plainfield, the Maple City of New Jersey (population 10,000). Just beyond this point, and in full view on the mountain summit to the right of the train as it passes Dunellen station, is the famous "Washington Rock," a bold cliff, four hundred feet high, from the summit of which, he, whose name it bears, was wont during the campaign of 1777, to watch the enemy's movements. A skirmish between the troops of Sir William Howe and Lord Sterling took place on the plains below. The Rock is now a favorite resort for picnic parties.

At Bound Brook, ten minutes ride further on, the line to Philadelphia diverges from the main line of the Central Railroad of New Jersey, over which the traveler has hitherto been journeying from New York, and crossing the Raritan River, runs off south-westwardly in an almost direct line to the Delaware River, a distance of twenty-seven miles. The country traversed by this portion of the route though having been thus newly opened to direct communication with the two great cities, midway between which it is located, yet possesses but little of general interest or attractiveness for the tourist. A fertile and well watered farming country, dotted with farm houses, and an occasional hamlet interspersed here and there, meet the eye; the first stopping place of importance being Hopewell, a quaint Jersey town of about 4,000 inhabitants, and with an interesting history of its own. This whole region teems, in fact, with revolutionary reminiscences, having been the scene of marches and countermarches by detachments of both armies during the memorable campaign of 1777, when Washington recaptured both Trenton and Princeton. Originally settled about 1700 by English families, who removed from Long Island only to find their new home a wilderness inhab-

ited by Indians, Hopewell became, during the war for independence, celebrated for its patriotism, and furnished one of the signers of the Declaration of Independence, John Hart, Esq., who died in 1780, leaving a bright example of patriotism and devotion to his country. Wilson P. Hunt, the hero of Irving's "Astoria" was also a native of this township. At Rocky Hill, a few miles to the southeast of this point, Washington wrote and issued his farewell address to the American army, Nov. 2, 1783. Dunlap, the artist, who was at that time a guest in the vicinity, writes :

"Before I left Princeton for Rocky Hill, I saw for the first time the man of whom all men spoke—whom I wished to see. It was accidental. It was a picture. No painter could have grouped a company of military horsemen better, or selected a background better suited for effect. As I walked on the road leading from Princeton to Trenton, alone, for I ever loved solitary rambles, ascending a hill, suddenly appeared a brilliant troop of cavaliers, mounting and gaining the summit in my front. The clear autumnal sky behind them equally relieved the dark blue uniforms, the buff facings and glittering military appendages. All were gallantly mounted, all were tall and graceful, but one towered above the rest, and I doubted not an instant that I saw the beloved hero. I lifted my hat as I saw that his eye was turned to me, and instantly every hat was raised, and every eye was fixed on me. They passed on, and I turned and gazed as at a passing vision. I had seen him. Although all my life used to the 'pride, pomp and circumstance of glorious war,'—to the gay and gallant Englishman, the tartan'd Scott, and the embroidered German of every military grade; I still think the old blue and buff of Washington and his aids, their cocked hats worn sidelong, with the union cockade, their whole equipment, as seen at that moment, was the most martial of anything I ever saw."

Such inspiring visions as this of the hero of old may the traveler conjure up before him as he to-day hurries at lightning speed through this time-honored region of old. But what a destroyer of landmarks is the railroad of modern days. How sacrilegiously it cuts its way straight on through battle-field and grave-yard alike, regardless of tradition! The laborer, armed with spade and pick, has invaded even these quiet haunts, and here where once whole armies contended for half a continent, gangs of laborers have at a later day contended for the possession of a simple crossing. For it was here at Hopewell that occurred but a few months prior to the opening of the new line to Philadelphia the famous "Frog War," a contest eminently appropriate, it may be remarked, for leap year, and which terminated in so complete a rout for the opponents of the line.

Beyond Hopewell the road crosses Stony Brook, enters Pleasant Valley and reaches another important station, Pennington, well known for nearly forty years past as the seat of a noted institution of learning, the Pennington Seminary. During the occupation of this village by the British and Hessians, in 1777, most of the active population left their homes, those who remained being aged and at the mercy of the plunderers.

By far the most interesting point, however, on the entire line, as viewed in an historical light, is that at which the new line to Philadelphia reaches and crosses the Delaware River. It was at Bernardsville, N.J., or McKonkey's Ferry, Pa., but a short distance above the railroad bridge, that Washington, with the main

body of his army, crossed on Christmas night, 1776, to attack the British in Trenton, an exploit which has become historic in American annals. The most authentic account of that event, as published in the *Trenton State Gazette*, says :

"On Wednesday, the 25th of December, 1776, Gen. Washington with his army, was on the west bank of the Delaware, encamped near Taylorsville, then McKonkey's Ferry, eight miles above Trenton. The troops under Gen. Dickinson were at Yardleyville, and detachments were encamped still further up the river. The boats on the river had all been secured when Gen. Washington had crossed with his army on the first of this month. The Pennsylvania troops were in two bodies : one at Bristol under Gen. Cadwallader, and the other at Morrisville, opposite Trenton, under Gen. Ewing. * * * * *

"One part of the plan of Washington was to re-cross the Delaware with his army at McKonkey's Ferry in the night of the 25th of December, and for General Ewing with the part of the army under his command to cross at or below Trenton ; thus both might fall upon the enemy at the same time—Ewing at the south, and Gen. Washington at the north end of the town.

"At dusk, the Continental troops commanded by Gen. Washington, amounting to 2,400 men, with 20 pieces of artillery, began to cross at McKonkey's Ferry. The troops at Yardleyville and the stations above had that day assembled at this Ferry. * * * It was between three and four o'clock in the morning before all the artillery and troops were over and ready to march.

* * * * * Gen. Washington (who had sat in silence on a beehive, wrapt in his cloak, while the troops were crossing), as they were about to march, enjoined upon all profound silence during their march to Trenton, and said to them, '*I hope you will all fight like men.*' * * *

"Scarcely a word was spoken from the time the troops left the ferry (except what passed between the officers and guides) till they reached Trenton ; and with such stillness did the army move that they were not discovered until they came upon the out-guard of the enemy, which was posted in the outskirts of the town at or near the house of the Rev. Mr. Frazier, when one of the sentries called to Laning (a guide), who was a little in advance of the troops, and asked, 'Who is there?' Laning replied, 'A friend.' 'A friend to whom?' 'A friend to Gen. Washington.' At this the guard fired and retreated. The American troops immediately returned their fire, and rushed upon them and drove them into the town."

The details of the battle which ensued in the streets of the city need not be recited here. Suffice it to quote the result, as stated by the writer of the foregoing account :

"The number of prisoners was 23 officers and 886 privates : 4 stand of colors, 12 drums, 6 brass field pieces, and 1000 stand of arms and accoutrements, were the trophies of victory. * * * The Hessians lost 7 officers and 20 or 30 men killed. * * * Immediately after the victory, which greatly revived the drooping spirits of the army, Gen. Washington commenced marching his prisoners up to the Eight-Mile (or McKonkey's) Ferry ; and before night all were safely landed on the western shore of the Delaware. * * * The Americans lost 2 privates killed and 2 were frozen to death."

With memories such as these, the traveler may look out upon the glorious stretch of scenery, both up and down the river, afforded him while crossing the magnificent bridge constructed for the passage of the railroad over the Delaware at this historic point. Directly before him is Yardleyville ; a short distance above are Bernardsville and Taylorsville ; while, three miles below, the spires and turrets of Trenton glisten in the sunlight. The scene, even divested of its historic charm, is intrinsically one of unusual and striking beauty. Nor should the great bridge itself be overlooked, for it is a marvel of engineering skill.

The entire length of the bridge, including the approaches, is 4000 feet, or ten-thirteenths of a mile, and it was built conjointly by the North Penn. R. R. and Delaware and Bound Brook R. R. Companies, the dividing line being the middle of the Delaware River. It first crosses the Belvidere Division of the Pennsylvania R. R. and the Raritan Canal feeder—which here lie side by side—by two 60 foot spans and by a draw span of 182 feet, all of wrought iron, and measuring 19 feet between the trusses. Beyond these, a timber trestle extends westward a distance of 622 feet to the river bridge, which, in turn, is 1448 feet long and supported on eight sandstone ashlar piers and two abutment piers of combined ashlar and rubble. Six of the piers are in the river, and rest on a solid cobblestone substratum. The distance from rail to low water is 72 feet. The bridge is made up of nine spans, in length as follows, measuring from the pier centers and commencing at the eastern bank, viz. : 1 abutment span of 60 feet ; 1 span of 198 feet ; 5 spans of 200 feet each ; 1 span of 120 feet, and 1 abutment span of 60 feet. They are entirely of wrought iron, the post and top chords being made of plates and angle iron, riveted and latticed. No cast iron is used except in washers and the shoes of end posts. The floor system is made of built lateral beams tied together longitudinally by a series of built beams under each rail and over the center of the truss.

Beyond the main bridge, the track passes over another timber trestle work 1365 feet in length, and averaging 50 feet in height, to a third bridge at the crossing of the Delaware Division of the Penna. Canal. This is an iron bridge of three deck spans, and, like the others, entirely of wrought iron. The center span measures 108 feet, the two abutment spans each 60 feet. The distance from the western bank of the river to the western end of the bridge is about 2000 feet. The entire bridge measures 19 feet in width and is intended for double tracks. Work was begun upon it December 1st, 1874, and a train passed over it January 10th, 1876. The first train ran through from Philadelphia to New York, March 6th, 1876.

Prosaic as to the general reader may seem any detailed description of this remarkable engineering work, a contemplation of the structure itself from any point on either of the adjacent shores, will prove to even the dullest observer a source of rare delight and admiration. At this point, the landscape, both on the Pennsylvania and New Jersey sides, descends gently to the river by long cultivated slopes, carpeted with green, and dotted with villas. Upon the Pennsylvania shore nestles the quaint village of Yardleyville ; upon the New Jersey shore, the village of Greenburg ; and spanning the river between the two extends the shapely bridge, stretching in long symmetrical lines from pier to pier, its arches, and angles, and parallel lines standing out in relief like delicately woven spider threads against the sky.

THE NORTH PENN. R. R. DIVISION.

Upon the further shore commences the North Penn. R. R. Division of the New Line, extending a distance of twenty-nine miles, and running direct to the heart of Philadelphia, and to the Exhibition gates. The country through which this division of the road passes will at once strike the traveler as being the most cultivated and beautiful of farming lands, in which meadow, stream and orchard mingle in an almost wearying succession. Here, too, one may note with interest the substantial character of the farm houses, which, built generally of stone, and surrounded by barns and granaries of generous dimensions, dot the summit of nearly every knoll. It is indeed a region of rural peace and prosperity through which the traveler here passes on his way to the City of Brotherly Love. This, too, is a region of historic interest. It was, as will be remembered, at Yardleyville that a detachment of Washington's army was stationed previous to the passage of the Delaware; and many of these country roads across which we now whiz at railroad speed resounded in those memorable days to the tramp and clatter of the Continental cavalymen's dash.

Passing in turn the stations at Palmer, Woodbourne, and Janney, we look out for a moment upon a rare bit of scenery at Glen Lake, a picturesque body of water, by the margin of which an old dismantled stone mill tells of the industry of a century ago. Now we pass Langhorne station, just to the north of which is the thriving village of that name, formerly known as Attleboro. Beyond Trevoze station we cross, by a high trestle work, the Neshaminy Creek, a lively and picturesque water-course hemmed in by steep wooded banks, and at Bethayres we see, on the right of the road, the village, (known from time immemorial as the "Sorrel Horse,") stretching stragglingly along the turnpike road up the hillside from the base to the summit. Enezet and Noble stations are next in turn passed, and presently Jenkintown, the junction point with the main line of the North Pennsylvania road, is reached, the village itself being in full view on a commanding eminence to the south of the railroad. From this point to the terminus in Philadelphia, the ride is one of increasing and ever varying novelty and beauty. Shelton Hill, Ashburne, City Line, Oak Lane, Green Lane, Tabor, and Fisher's Lane are successively passed, the indications of his approach to a great city every moment growing more and more evident to the traveler. Now the curb stones, and gas lamps, and church spires, and the long rows of brick houses with their white doors and casements, are seen, and a moment later the train comes to a stop at Erie Avenue, the point at which diverge the tracks to the Berks Street depot, or the Centennial Grounds. The visitor may choose either route at discretion. From Berks Street station the horse cars convey him by a short ride to the principal hotel centres of the city. By the other route he may alight a few moments later at the gates of the Exhibition grounds.

VULCANIZED FIBRE Co.

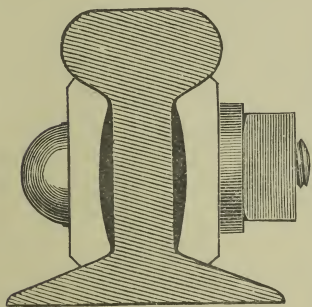
FACTORY:
WILMINGTON, DEL.

NEW YORK OFFICE,
No. 17 DEY ST.

MANUFACTURERS OF

Hard and Flexible Vulcanized Fibre Goods

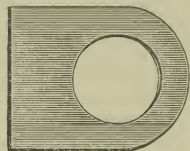
"INSOLUBLE, PERMANENTLY ELASTIC, DURABLE, CHEAP."



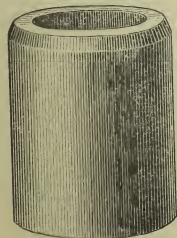
Of the "Hard Fibre" are made the celebrated ELASTIC FISH BOLT WASHERS for Railroad tracks, forming ELASTIC COMPENSATING CUSHIONS interposed to absorb shocks and vibration, correct the effects of contraction and expansion, and by *absolutely locking the nuts* keep the joints firm without being too rigid; thereby rendering the track smooth and noiseless, and preventing the battering of rail ends. Now in use on over fifty railroads, and rapidly growing in favor.

PRICE, ONLY

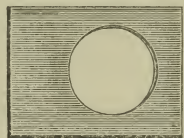
\$20 per Thousand.



Of the "FLEXIBLE SHEET GOODS" (which are of any desired thickness), are made "CAR BOX WASHERS," and "OIL BOX COVERS," for railroad cars; CARRIAGE



AXLE WASHERS, GASKETS and PACKING, for hot or cold water, oil, petroleum, &c. These closely resemble the best leather in appearance, are cheaper, and four times as durable. Sold in sheets, or cut to order.



Our "CONDENSER FERRULES," for packing the tubes of surface condensers, are pronounced the *only perfect device* for this purpose ever introduced. This material is also largely used for GIBS for



engine crossheads, LIGHT JOURNAL BEARINGS and BUSHINGS, COMPRESSION COCK WASHERS, &c. **Send for Circulars and Price Lists.**



MAP OF PHILADELPHIA AND CENTENNIAL GROUNDS

PART III.

A GENERAL GUIDE TO PHILADELPHIA.

HISTORY.—The Dutch East India Company first explored the Delaware bay and river, and between 1609 and 1624 forts were erected and military control established. In 1638 a colony of Swedes settled on the west bank, but surrendered to the Dutch in 1655, though retaining their language and national peculiarities till many years later. In 1681, under the provisions of a grant made by Charles II., William Penn sent out a colony, and it was in the following year (1682) that Philadelphia was founded, the name, signifying Brotherly Love, being selected as typical of the well-known characteristics of its founders. Twenty-three ship loads of emigrants arrived during the same year, and by the close of 1683, 357 houses had been erected. Emigration continued active from Holland, Germany and Great Britain, and in 1684 there was a population of 2,500. Penn presented the city with a charter in 1701, and in 1707 a Court House was completed, although in 1683 a legislative assembly and a grand jury had been assembled. In 1719, the first newspaper, Bradford's *American Weekly Mercury*, appeared; in 1741 the city was divided into ten wards, and in 1774 the first Continental Congress held its session in Carpenter's Hall. Here, two years later (July 4th, 1776), also the Second Congress adopted the Declaration of Independence. From September, 1777, to June, 1778, the city was occupied by the British forces, whose commander, General Cornwallis, took a census, and found 5,470 houses and 21,767 inhabitants. After the evacuation by the British, Philadelphia remained the State Capital until 1799, and was the seat of government of the United States from 1790 to 1800. Some idea of its commercial importance at this period may be gained from the fact that the domestic exports in 1796 amounted to \$17,500,000, and the total exports in 1806, to \$31,384,091. The first Bank of the United States, established by Act of Congress in 1791, was located here, with a capital of \$10,000,000; so also was the second Bank, in 1816, with a capital of \$35,000,000. In 1793, and again in 1798, the city suffered terribly from the ravages of yellow fever, and in 1832 the cholera carried off 770 victims. Serious riots occurred in 1835 and 1838, on the anti-slavery question, and in 1844 between the Roman Catholics and native Americans. During the war for the Union, Philadelphia was especially active, and furnished a large force to the Federal armies.

POPULATION.—In 1684, Philadelphia had a population of 2,500; in 1777, 21,767; in 1790, 42,520; in 1800, 70,287; in 1810, 96,287; in 1820, 119,325; in 1830, 167,325; in 1840, 258,037; in 1850, 408,762; in 1860, 565,529; in 1870, 674,022; and in 1876, (April 1st) 817,448.

TOPOGRAPHY.—The original city of Philadelphia, distant 95 miles from the ocean, was included between the Delaware on the east, the Schuylkill on the west, and Vine street on the north, and South street on the south. This area, a little more than a mile long and two wide, was not enlarged until 1854, when the entire county was included in the corporation limits. The densely built portion of the city comprises about 15 square miles between the two rivers mentioned. The district west of the Schuylkill is known as West Philadelphia. The city itself is situated on a level plain, rising in the center to a height of about 60 feet above the river level. Several small streams, including the Wissahickon and Frankford creeks, empty into the Delaware or Schuylkill, and at the junction of the two rivers is League Island. The original city was regularly laid out, the streets running north and south being numbered from the Delaware to the Schuylkill, which is reached at 23d street. The great central thoroughfare, Market street, running from river to river, is 100 feet wide, and Broad street, running north and south through the center of the city is 113 feet wide. The buildings on the streets running east and west are all numbered towards the west, all between 1st and 2d streets being between 100 and 200, all between 2d and 3d streets between 200 and 300, and so on. On the streets running north and south, the buildings are numbered in either direction from Market street, certain streets being designated as boundaries of the hundreds.

PRINCIPAL STREETS.—From and parallel to Market street, north and south, the principal streets are easily familiarized to the stranger by the old couplet running thus:

“Market, Arch, Race and Vine,
Chestnut, Walnut, Spruce and Pine.”

The first line representing in order the streets northward and the second those southward from Market street. On Chestnut street, near the river, will be found the commission houses; at Chestnut and 3d, the banking and financial center; the dry goods business centers about 3d and Market streets; the shipping and provision trade on Water street and Delaware avenue (see map). Walnut, Spruce and Pine streets are principally occupied by wealthy residents. Chestnut street, next south of Market, is the principal retail business street and fashionable promenade. It is lined on both sides, from the Delaware River to Broad street, with magnificent stores, hotels, banks, and public buildings. Broad and Market streets are each continuously built up for about 4 miles. The streets near and parallel to the Delaware are all built up for greater distances than Broad street. There is a line of street lights extending for thirteen miles from the south-west corner of

the gas mains at Darby, on the border of West Philadelphia, to the north-east corner of Holmesburg.

The style of building has always been principally of brick, numbers built of that material prior to 1760 being still well preserved. All are conspicuous for neatness and durability.

POINTS OF INTEREST.—Prominent among the points of interest which Philadelphia offers to its visitors are *Independence Hall*, on Chestnut, between 5th and 6th, where the second Continental Congress met and adopted the Declaration of Independence, July 4th, 1776; *Carpenter's Hall*, on Chestnut, between 3d and 4th, where the first Congress assembled; *Penn Cottage*, on Letitia street, near Market, between Front and 2d; the *Custom House and Sub-Treasury* (built in 1824), on Chestnut, between 4th and 5th; the *U. S. Mint* (built in 1829), on Chestnut, above 13th; the *New Post Office*, of granite, in course of erection, cor. 9th and Chestnut; the *Merchants' Exchange*, on Dock, and the *Commercial Exchange*, on 2d, near Chestnut; the *Public Ledger* building, on 6th and Chestnut; the *Guarantee Trust and Safe Deposit Company's Building*, Nos. 316, 318 and 320 Chestnut Street (see advertisement elsewhere); the *Phila. Library*, 5th, near Chestnut, founded by Dr. Franklin, in 1731; the *American Sunday School Union* building, on Chestnut, between 11th and 12th; the *Academy of Natural Sciences*, N. W. corner Broad and Sansom; the *Masonic Temple*, corner Broad and Filbert; the *Union League Club House*, corner Broad and Sansom; the *Girard National Bank* (1795-6), on 3d street; the *Continental Hotel*, and *Girard House*, on Chestnut, near 9th; the *Colonnade*, on Chestnut and 15th, and the *La Pierre House*, on Broad, near Chestnut; the *New City Hall* (costing \$7,000,000), at Broad and Market; the *Old Swedes Church* (1700), on Swanson street, near Christian; *Christ P. E. Church* (1727), in 2d, near Market; *Tomb of Benj. Franklin*, at 5th and Arch; *Decatur's Monument*, 3d and Pine; *Roman Catholic Cathedral of St. Peter and St. Paul*, in 18th, opposite Logan Square; *Penn Treaty Monument*, Kensington, on the site of the elm tree (blown down in 1810), under which Penn made his Indian treaty; *U. S. Arsenal*, at Frankford; and *Girard College*, on Ridge avenue, north of Girard avenue; *Laurel Hill Cemetery*, between Ridge Road and the Schuylkill (take cars or Fairmount steamboats); *Mount Vernon Cemetery*, adjacent to above.

PUBLIC SQUARES.—*Logan Square*, 18th and Race; *Franklin Square*, 6th and Race; *Independence Square*, on Walnut, in the rear of Independence Hall; *Washington Square*, 6th and Walnut; and *Rittenhouse Square*, 18th and Walnut.

FAIRMOUNT PARK embraces 2,740 acres, extending along both banks of the Schuylkill for seven miles, and both banks of the Wissahickon for over six miles. In the south-west portion are the Centennial Grounds (see map). The entire Park abounds in romantic scenery, being well wooded, and having a great variety of surface. The Fairmount Water Works covering about six acres, and with a capacity of 22,031,976 gallons, are situated within the Park limits, on the east bank of the Schuylkill, and upon ground artificially raised for the purpose.

ESTABLISHED 1827.

EDWARD SMITH & CO.,

MANUFACTURERS OF

Coach,

Car

AND **F**urniture

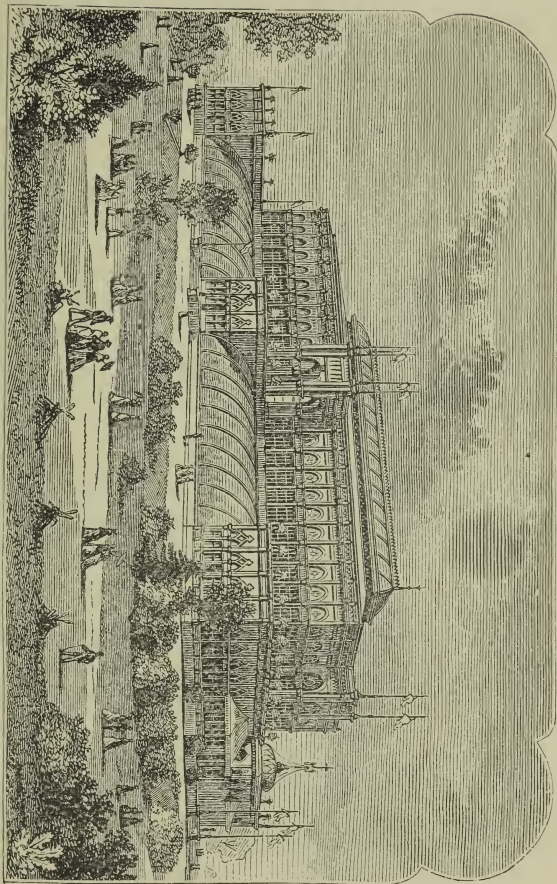
VARNISHES

AND

JAPANS.

No. 161 WILLIAM STREET,

NEW YORK.



HORTICULTURAL HALL, CENTENNIAL GROUNDS.

SUBURBAN RESORTS.—*Schuylkill Falls*, via steamers from Fairmount Water Works; *Camden, N. J.*, by ferry from foot of Market street every 15 minutes; *Gloucester, N. J.*, by ferry from foot of South street every 30 minutes; *Florence Heights, N. J.*, by steamer *Twilight* from Chestnut street pier; *Trenton, N. J.*, by rail or via steamer from Arch street pier; *Bombay Hook, Del.*, by steamer from Arch street pier; *Chester, Pa.*, by steamer from same pier; *Atlantic City*, via Camden and Atlantic R. R. from Vine street wharf; *Cape May*, via West Jersey, R. R. from Market street wharf; *Brigantine Beach* and *Long Beach*, via Atlantic City.

CLUBS.

German Society.....	24 South 7th St.	Reform.....	1520 Chestnut St.
Merchants.....	246 So th 3d St.	Sketch.....	10 Merrick St.
Penn.....	233 South 8th St.	Social Art.....	1525 Chestnut St.
Philadelphia.....	13th and Walnut Sts.	St. George.....	1300 Arch St.
Press.....	505 Chestnut St.	Union League.....	Broad above Walnut St.

PLACES OF AMUSEMENT.

Academy of Music.....	Broad, cor. Locust St.	Grand Central Theatre....	Walnut, above 8th St.
Chestnut Street Theatre.....	1213 Chestnut St.	New National ".....	10th and Callowhill Sts.
Walnut " ".....	9th and Walnut Sts.	Enoch's Variety ".....	7t St., below Arch.
Arch " ".....	609 Arch St.	Wood's Museum.....	9th and Arch Sts.
Theo. Thomas' Orchestra, Broad cor. Master Sts.		Arch St. Opera House.....	Arch St., above 10th.
Kiralfy's.....	Broad, near Locust St.	Eleventh St. ".....	11th St., below Market.
Fox's New Am'cn Theatre, Chestnut, above 10th.			

ART GALLERIES, Etc.

Academy of Fine Arts, Broad and Cherry Sts.	Numismatic and Antiquarian Society of Phila., 18th and Chestnut Sts.
Athenæum Society of Philadelphia, 6th and Adelphi Sts.	Philadelphia School of Design for Women, Merrick and Filbert Sts.
Fairmount Park Art Ass'n, Greene St., entrance Fairmount Park.	Zoological Society of Philadelphia, 35th Street and Girard Avenue.
Historical Society of Penna., 820 Spruce St.	

HOTELS.

Allegheny.....	314 Market St.	Irving.....	919 Walnut St.
American.....	517 Chestnut St.	La Pierre.....	Broad, below Chestnut St.
Arch St. House.....	1 Arch St.	Lincoln.....	319 N. 4th St.
Aubry.....	34th and Walnut Sts.	Markoe.....	919 Chestnut St.
Bald Eagle.....	416 North 3d St.	Merchants.....	42 N. 4th St.
Bailey Sheaf.....	257 N. 2d St.	Montgomery.....	413 N. 6th St.
Black Bear.....	425 N. 3d St.	New Market.....	1619 Market St.
Black Horse.....	352 N. 2d St.	Penn Manor.....	8th and Spring Garden Sts.
Binders.....	314 Race St.	Pennsylvania Farmer.....	346 N. 3d St.
Bingham.....	11th and Market Sts.	Bed Lion.....	472 N. 2d St.
Central Avenue.....	831 Market St.	Revere.....	923 Chestnut St.
Columbia.....	111 N. Broad St.	Ridgway.....	1 Market St.
Colonnade.....	15th and Chestnut Sts.	St. Charles.....	54 N. 3d St.
Commercial.....	826 Market St.	St. Cloud.....	709 Arch St.
Continental.....	9th and Chestnut Sts.	St. Elmo.....	317 Arch St.
Davis.....	6 and 8 South Delaware Ave.	St. George.....	Broad and Walnut Sts.
Eagle.....	227 N. 3d St.	St. James.....	310 Race St.
European.....	315 Arch St.	St. Stephens.....	Chestnut, above 10th St.
Forrest Mansion.....	Broad and Master Sts.	Trans-Continental.....	Elm and Belmont Aves.
Franklin Square.....	Franklin and Vine Sts.	Tiger.....	327 Vine St.
Girard.....	Chestnut, below 9th St.	United States.....	42d St. and Columbia Ave.
Globe.....	Elm and Belmont Aves.	Washington.....	Chestnut, above 7th St.
Great Western.....	1311 Market St.	West End.....	1524 Chestnut St.
Guy.....	7th and Chestnut Sts		

STEAMSHIP COMPANIES.

Albany & Troy Line of Packets, D. L. Flanagan, Agent, 420 S. Delaware Ave.
 American Line to Liverpool, Peter Wright & Sons, Agents, 307 Walnut St.
 Anchor Line of Steamships for Liverpool, Robert Taylor & Co., Agents, 140 Walnut St.
 Baltimore & Philadelphia Steamboat Line, A. Groves, Jr., Agent, 34 S. Delaware Ave.
 Boston Steamship Line, H. Winsor & Co., Agents, 338 S. Delaware Ave.
 Clyde Line (Providence & Philadelphia), William P. Clyde & Co., Agents, 12 S. Delaware Ave.
 Cunard Line, James Hogan, Agent, 339 Chestnut St.
 Hartford, Conn., Steam Propeller Line, William M. Baird & Co., Agents, 132 S. Delaware Ave.
 Havana Steamers (Semi-Monthly Line) Thomas Wattson & Sons, Agents, 140 N. Delaware Ave.
 Keystone Line for Southern Ports, D. S. Stetson & Co., 14 N. Delaware Ave.
 Liverpool, Queenstown & Londonderry Steamships, Waller & Co., Agents, 204 Walnut St.
 Liverpool, New York & Philadelphia (Inman Line), O'Donnell & Faulk, Agents, 402 Chestnut St.
 Liverpool Packet Line, Cope Brothers, 1 Walnut St.
 London & New York Steamships, G. H. Leaf, Agent, 531 Chestnut St.
 Londonderry & Philadelphia Packets, Robert Taylor & Co., Agents, 140 Walnut St.

Lorillard's New York Steamship Line, John F. Ohl, Agent, Pier 19 N. Delaware Ave.
 National Line of Steamships, Waller & Co., Agents, 204 Walnut St.
 Philadelphia, Alexandria & Washington, D. C., Line, W. P. Clyde & Co., Agents, 12 S. Delaware Ave.
 Philadelphia & New York Express Steamboat Line, W. P. Clyde & Co., Agents, 12 S. Delaware Ave.
 Philadelphia & Southern Mail Steamship Co., William L. James, General Agent, Queen St. wharf; office, 237 Dock St.
 Philadelphia & Wilmington Propeller Line, Chas. Warner & Co., first wharf below Chestnut St.
 Red Star Line to Antwerp, Peter Wright & Sons, 307 Walnut St.
 Richmond, Norfolk & Petersburg Steamship Co., 12 S. Delaware Ave., W. P. Clyde & Co., Agents.
 Philadelphia & Charleston Line, Wm. P. Clyde & Co., Agents, 12 S. Delaware Ave.
 Steamship Line for Southern Ports, William P. Clyde & Co., Agents, 12 S. Delaware Ave.
 Swiftsure Transportation Co., William M. Baird & Co., Agents, 132 S. Delaware Ave.
 Tapscott's Favorite Line of Liverpool Packets, Waller & Co., Agents, 204 Walnut St.
 White Star Line, New York & Liverpool, calling at Cork, Ireland, Robert Taylor & Co., 140 Walnut St.

HORSE CARS.


CARS RUN.		CARS RUN.	
<i>North on</i>	<i>South on</i>	<i>East on</i>	<i>West on</i>
Third.	Second.	Columbia Ave.	Master.
Fifth.	Fourth.	Girard Ave.	Girard Ave.
Eighth.	Sixth.	Wallace.	1 o'plar.
Ninth.	Seventh.	Green.	Fairmount Ave.
Eleventh.	Tenth.	Spring Garden.	Spring Garden.
Fifteenth.	Twelfth.	Callowhill.	Callowhill.
Sixteenth.	Thirteenth.	Race.	Vine.
Eighteenth.	Seventeenth.	Arch.	Arch.
Nineteenth.	Twentieth.	Filbert.	Market.
Twenty-third.	Twenty-third.	Market.	Sansom.
		Chestnut.	Walnut.
		Spruce.	Pine.
		Lombard.	South.

Exchange Tickets, good for a ride on any connecting Car lines, good only on the day they are issued, are sold for 9 cents.

On most lines Cars run all night, and in most cases between the hours of 12 and 6 a. m.; the fare is 10 cents, and no regular or Exchange tickets are sold.

FARES OF HACKNEY COACHES.

One passenger, with trunk, valise, carpet bag, or box, distance not exceeding one mile, 50 cents. Distance over a mile, and not exceeding two miles, 75 cents. Each additional passenger, 25 cents. If the distance be over two miles, each additional mile, or part of a mile, 25 cents, in addition to the sum of 75 cents for the first two miles; and for every additional passenger, 25 cents.
 If engaged by the hour, with the privilege of going from place to place, and stopping as often as may be required, \$1 per hour.

 In case of dispute, apply at the Mayor's Office. Distance, average—Ten Squares to a mile.

Health, Comfort, Safety and Economy.

ALFRED IVERS'

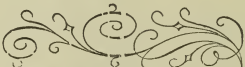
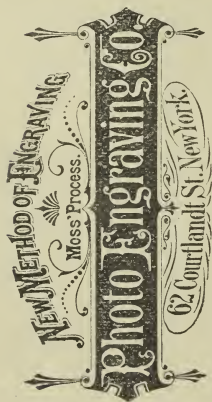
Patent Anti - Freezing, Self - Acting,
Inodorous Water Closet.

A MUCH and long NEEDED IMPROVEMENT. Cannot leak, freeze or become offensive. The only self-acting water-closet ever introduced. It only needs to be seen to be appreciated. All persons interested are invited to call and examine one in operation at


316 FOURTH AVENUE,

BET. 23D & 24TH STS.

New York City.



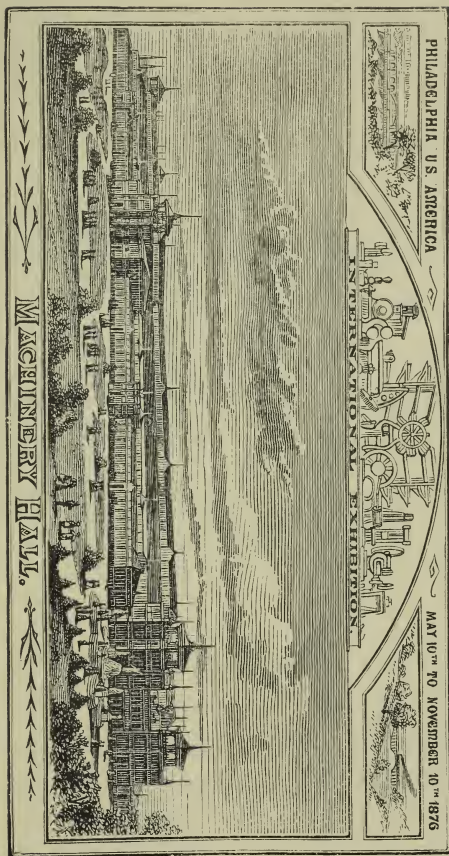
RELIEF PLATES



Engraved in hard type metal by a new photographic method, for all sorts of illustrations for books, newspapers, catalogues, &c. They are preferable to wood cuts, and cost much less. The maps in this book and the cover page were made by this Company.

Will Remove May 1, 1876, to 67 Park Place.

Send stamp for illustrated circular. Say where you saw this.



RAILROAD DEPOTS.

Camden & Atlantic	Vine St. Ferry	Philadelphia & Reading.....	{Thirteenth & Callowhill Sts Ninth & Green Sts. Exhibition Grounds.
North Pennsylvania..	{Berks & American Sts. Exhibition Grounds.	Pennsylvania....	{Thirty-Second & Market Sts. Exhibition Grounds. Kensington. Market St. Ferry.
New Line betw'n N. Y. & Philad. }	Berks and American Sts. Exhibition Grounds.	West Chester.....	Thirty-First & Chestnut Sts.
New Jersey Southern	Market St. Ferry	West Jersey.....	Market St. Ferry
Phila., Wilming- ton & Baltim' re }	Broad St. & Washington Ave. Exhibition Grounds.		

BANKS.

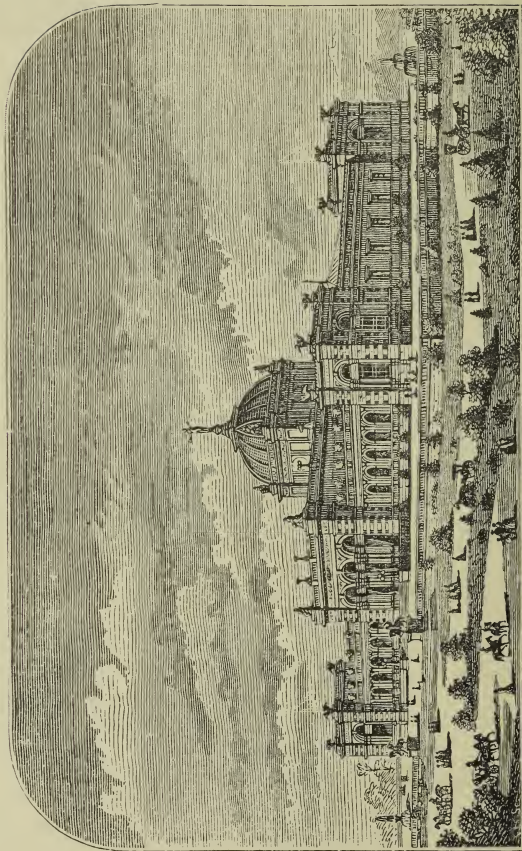
Bank of America.....	306 Walnut	Nat'l B'k of Germantown.....	4800 Germantown Av.
" North America.....	307 Chestnut	Nat'l B'k of the Northern Liberties.....	300 N. Third
Centennial National.....	{3126 Market St. and Centennial Grounds	Nat'l B'k of the Republic.....	809-811 Chestnut
Central National.....	109 S. Fourth	Nat'l Security B'k.....	Girard Ave., corner N. 17th
Citizen's.....	N. Second cor. Race	Penn National Bank.....	Vine cor. N. Sixth
City National.....	32 N. Sixth	Peoples Bank.....	411 Chestnut
Commercial National.....	314 Chestnut	Philadelphia National.....	423 Chestnut
Commonwealth Nat'l.....	Chestnut cor. S. Fourth	Second National.....	4434 Frankford Ave.
Consolidation National.....	331 N. Third	Seventh National.....	Market cor. N. Fourth
Corn Exchange Nat'l.....	Chestnut cor. S. Second	Sixth National.....	S. Second cor. Pine
Eighth National.....	N. Second cor. Girard Ave.	Southwark National.....	610 S. Second
Farmers and Mechanics.....	427 Chestnut	Spring Garden B'k.....	Ridge Ave. c. Spring Garden
First National.....	313 Chestnut	State Bank.....	216 Market
Girard National.....	S. Third near Chestnut	Third National.....	S. W. cor. Market & Penn Square
Iron Bank.....	915 Market	Tradesmen's National.....	113 S. Third
Kensington National.....	969 Beach	Twenty-Second Ward Bank of Germantown, 4850 Germantown Ave.	
Keystone Bank.....	1326 Chestnut	Union Banking Co.....	S. Fourth cor. Chestnut
Manayunk Bank.....	4371 Main	Union National.....	N. Third cor. Arch
Manufacturers National.....	27 N. Third	U. S. Banking Company.....	824 Chestnut
Mechanics National.....	22 S. Third	West Philadelphia.....	3938 Market
National Bank of Commerce.....	209 Chestnut	Western National.....	408 Chestnut

FOREIGN CONSULS IN PHILADELPHIA.

Argentine Republic —E. Shippen, 532 Walnut Street.	Netherlands —Lars Westergaard, 138 S. Second St.
Austria —Lars Westergaard, 138 S. Second St.	Nicaragua —Henry C. Potter, 260 S. Ninth St.
Belgium —G. E. Saurmann, 1104 Chestnut St.	Orange Free State, S. Africa —Henry W. Riley, 602 Arch St.
Brazil —Edward S. Sayres, 268 S. Third St.	Peru —Sam'l J. Christian, 141 N. Water St.
Chili —E. Shippen, 532 Walnut St.	Portugal —Edw. S. Sayres, 268 S. Third St.
Colombia , United States of, Leon de la Cova, 218½ Walnut St.	Russia —Henry Preaut, V. C., 500 S. Delaware Avenue.
Denmark —Fred'k F. Muhlertz, 22d and Sanson Sts.	Spain —Don Juan Morphy; Don Julian Alfredo Principe y Satorres, V. C., 524 Walnut St.
Ecuador —E. Shippen, 532 Walnut St.	Sweden and Norway —Lars Westergaard, 138 S. Second St.
France —C. A. Ravin d'Elpeux, V. C., 525 S. Eighth St.	Switzerland —Rudolph Koradi, C., 314 York Ave.; Werner Itschner, V. C., 233 Chestnut Street.
German Empire —C. H. Meyer, 227 Chestnut.	Uruguay —Chas. W. Matthews, V. C., 133 Walnut St.
Great Britain —Charles Edward K. Kortricht, C.; George Crump, V. C., 619 Walnut St.	Venezuela —Leon de la Cova, 218½ Walnut St.
Hungary —Lars Westergaard, 138 S. Second St.	
Italy —Alonso M. Viti, 115 Walnut St.	
Liberia —Edward S. Morris, 129 S. Front St.	

PUBLIC OFFICES.

- Board of Controllers of Public Schools, S. Sixth cor. Adelphi St.
 Board of Health, S. Sixth cor. Sansom St.
 Building Inspectors, 709 Sansom St.
 Board of Revision of Taxes, 723 Arch St.
 City Treasury Department, Girard B'k Building.
 City Commissioners' Office, 212 S. Fifth St.
 City Controller's Office, Girard Bank Building.
 Clerk of Orphans' Court, 3 State House Row.
 Clerk of Quarter Sessions, New Court House.
 Coroner's Office (Morgue), Beach cor. Noble St.
 Department of Highways, Chestnut cor. S. Sixth.
 Department of Markets and City Property, including Wharves and Public Landings, Walnut cor. S. Fifth St.
 Department of Surveys and Board of Surveyors, 224 S. Fifth St.
 Department of Taxes, 723 Arch St.
 District Attorney's Office, New Court House.
 Fire Department, Cherry near N. Twelfth St.
 Girard Estate Office, 19 S. Fifth St.
- Guardians of the Poor, 42 N. Seventh St.
 Law Department, 212 S. Fifth St.
 Mayor's Office, S. Fifth cor. Chestnut St.
 Philadelphia Gas Works, 20 S. Seventh St.
 Police Department and Fire Alarm Telegraph, S. Fifth cor. Chestnut St.
 Prothonotary of Common Pleas, 9 State House Row.
 Prothonotary of District Court, 12 State House Row.
 Prothonotary of Supreme Court, 7 State House Row.
 Recorder's Office, 521 Chestnut St.
 Recorder of Deeds, 425 Chestnut St.
 Register of Wills, 6 State House Row.
 Registry Bureau for Births and Marriages, 604 Sansom St.
 Sheriff's Office, 4 State House Row.
 U. S. Pension Office, 718 Sansom St.
 U. S. Pension, Widows' Agency, 716 Walnut St.
 Water Department, 104 S. Fifth St.



MEMORIAL HALL.

PART IV.

THE CENTENNIAL BUILDINGS AND GROUNDS.

It was early in the year 1870, that the movement culminating in the Centennial Exhibition of 1876 was inaugurated by a memorial jointly addressed to Congress by the councils of the city of Philadelphia, the board of Managers of the Franklin Institute, and the legislature of Pennsylvania, through their respective committees appointed for that purpose. In the following year Congress appointed a U. S. Centennial Commission, and provided that an Exhibition of American and Foreign Arts, Products and Manufactures be held in Philadelphia in 1876. In 1872, the Centennial Board of Finance was created; in 1873, President Grant issued his proclamation announcing and commending the Exhibition to the people of the United States and all Nations; in 1874, Congress requested the President, in the name of United States, to invite the Governments of other Nations to participate, ordered appropriate Medals to be struck off at the Philadelphia mint, and directed that articles imported for exhibition, be entered free of duty; and finally in 1876, a bill passed both Houses of Congress and received the signature of the President, appropriating the sum of \$1,500,000 from the U. S. Treasury, to aid in carrying out the objects of the exhibition.

UNITED STATES CENTENNIAL COMMISSION.

President—Joseph R. Hawley. *Vice Presidents*—Orestes Cleveland, John D. Creigh, Robert Lowry, Thomas H. Coldwell, John McNeil, William Gurney. *Director General*—Alfred T. Goshorn. *Secretary*—John L. Campbell. *Ass't. Secretaries*—Myer Asch, Dorsey Gardner. *Executive Committee*—Daniel J. Morrell, *Chairman*; A. T. Goshorn, N. M. Beckwith, A. R. Boteler, R. C. McCormick, John Lynch, C. P. Kimball, G. B. Loring, F. L. Matthews, W. P. Blake, S. F. Phillips, J. E. Dexter, J. T. Bernard. J. R. Hawley, *President ex-officio*. *Chiefs of Bureaus of Administration*—Foreign—Alfred T. Goshorn; *Installation*—Henry Pettit; *Transportation*—D. Torrey; *Fine Arts*—John Sartain; *Machinery*—Jno. S. Albert; *Agriculture*—B. Landreth; *Horticulture*—C. H. Miller; *Medical*—Wm. Pepper, M. D.; *Awards*—Charles J. Stille, LL.D

CENTENNIAL BOARD OF FINANCE.

President—John Welsh, *Vice Presidents*—William Sellers, Jno. S. Barbour. *Secretary and Treasurer*—Frederick Fraley. *Financial Agent*—William Bigler. *Directors*—Samuel M. Felton, Daniel M. Fox, Thomas Cochran, Clement M. Biddle, N. Parker Shortridge, James M. Robb, Edward T. Steel, John Wanamaker, J. P. Wetherill, Henry Winsor, W. L. Strang, Amos R. Little, John Baird, Thomas H. Dudley, George Bain, A. S. Hewitt, John Cummings, John Gorham, Chas. W. Cooper, William Bigler, Robert M. Patton, J. B. Drake. *Engineers and Architects*—Henry Pettit, Joseph M. Wilson, H. J. Schwarzmann.

W. J. WILCOX & CO.

Lard Refiners,

PRESSERS OF OILS AND STEARIN.

FACTORY,

Washington, Vestry and Greenwich Sts.

SALES OFFICE,

59 Beaver St., New York City.

GOODS PREPARED FOR ALL CLIMATES, AND IN PACKAGES TO SUIT
THE TRADE.

Proprietors of the Standard Brands

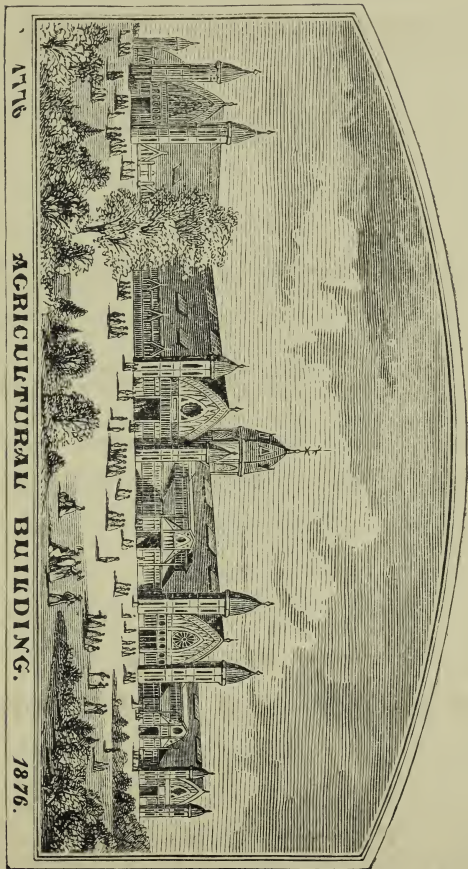
“W. J. WILCOX & CO.”

“GLOBE” and “RED CROSS.”

LOCATION, CENTENNIAL EXPOSITION,

Column K, No. 21,

AGRICULTURAL BUILDING.



WOMEN'S CENTENNIAL EXECUTIVE COMMITTEE.

President—Mrs. E. D. Gillespie. *Vice President*—Mrs. John Sanders. *Secretary*—Mrs. R. P. White. *Treasurer*—Mrs. F. M. Elting.

THE CENTENNIAL GROUNDS.

Upon the western bank of the Schuylkill, two hundred and thirty-six acres of Fairmount Park have been enclosed by a fence three miles in length, and provided with thirteen entrance gates, each fitted with a self-registering stile, to record the number entering. A double track railway three miles long skirts the grounds within the enclosure, and will be in operation daily during the entire exhibition, at a charge of five cents per trip. This will afford the visitor means of first gaining an excellent general idea of the Exhibition Grounds, which are also traversed by numerous avenues and drives, connecting the principal buildings, and having the intermediate spaces laid out and adorned in the most approved style of flower and landscape gardening. Belmont, Elm and Fountain Avenues, the Avenue of the Republic, and Landsdowne and Belmont Drives are the principal of the great thoroughfares or arteries connecting the different portions of the grounds.

The visitor in strolling through the grounds, too, will find much to admire in the Catholic Total Abstinence Union's Fountain, (thirty-five feet in height and costing \$50,000,) erected near the rear of Machinery Hall, and in the two Monuments erected respectively to Columbus and Religious Liberty. The visitor alights from the cars of the New Line between New York, and Philadelphia, at the southerly side of the Exhibition Grounds, and directly before the entrance to the Main Exhibition Building. Each visitor is cautioned to provide him or herself beforehand with a fifty cent currency note, as none others are received for admission fee, and no change can be made at the gates.

The approaches to the entrances consist of three passage ways. The visitors enter by two of these passage ways, but the middle passage is left clear, and a guard is stationed near the middle of it. In case of any disturbance in the lines on either side of the middle passage, the guard will arrest the offender, draw him into the middle passage, and pass him out beyond the fences. This arrangement tends greatly to facilitate the guard in the prompt suppression of any disturbance.

At the end of the passage are two turn-stiles, each of which are under the control of a keeper, who sits or stands behind a counter and receives the admission fee—a fifty-cent note—before the visitor passes the arm of the stile, which by a mechanical contrivance is operated by the keeper's foot. As the stile turns it registers the entrance of the visitor at the gate, and also by electricity at the manager's office. The money when received is placed in a box under the counter, which by a mechanical arrangement locks itself as it is pulled from position. The box can only be opened by the bank officers.

ENTRANCES TO THE GROUNDS

No. 1, east end of Main Building; No. 2, centre of Main Building, facing Elm Avenue; No. 3, main entrance, intersection of Belmont and Elm Avenues; No. 4, centre of Machinery Hall on Elm Avenue; No. 5, on Fifty-second Street, where it intersects Fountain Avenue and Elm Avenue; No. 6, George's Hill, western entrance of Avenue of the Republic; No. 7, at the intersection of Belmont Drive and Belmont Avenue; No. 8, glen entrance on Landsdowne Drive; No. 9, Belmont Valley, (entrance for visitors arriving by Steamboat) or Landsdowne Drive; No. 10, Horticultural Hall, entrance on Landsdowne Drive; No. 11, Landsdowne Valley (entrance for visitors by Steamboat and Reading railroad), under the bridge on Landsdowne Drive; No. 12, Memorial Hall, Landsdowne Drive, south of the former entrance; No. 13, Old River Road, at the intersection of Landsdowne Drive.

THE EXHIBITION BUILDINGS.

Main Exhibition Building—Area 21.47 acres. Cost, \$1,500,000. Length, 1880 feet; width, 464 feet. Distance exhibits of, 1st, Mining and Metallurgy. 2nd, Manufactures. 3rd, Education and Science. Distance to be traversed by visitor, 11 miles.

Machinery Hall—Area 14 acres. Cost \$600,000. Length, 1402 feet; width, 360 feet. Contains exhibits of Machines of all kinds, driven by a 1400 horse power Corliss Engine.

Art Gallery—Area 1.50 acres. Cost \$1,500,000. Length, 365 feet; width, 210 feet. Contains exhibits of Sculpture, Painting, Engraving, Photography, etc.

*Agricultural Hall**—Area 10.15 acres. Cost \$250,000. Length, 826 feet; width, 540 feet. Contains exhibits of Agriculture and Forest Products, Fruits, Land and Marine Animals, Textile Substances of animal or vegetable origin, Agricultural Machines, Implements, etc.

Horticultural Hall—Area 1.50 acres. Cost \$253,000. Length, 383 feet; width, 193 feet. Contains exhibits of Ornamental Trees, Shrubs and Flowers, Hot-houses, Conservatories, Garden Tools, etc. Forty acres are laid out about this building for the display of plants and garden decorations.

United States Exhibition Building—Area 2 acres, Cost \$60,000. Contains exhibits of the various Government Departments, and of the Smithsonian Institute.

State Buildings—The following 19 States are represented by buildings, located in various portions of the grounds for the accommodation of their respective citizens, viz.: Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin. In each may be found a register for visitors' names.

Foreign Nations' Buildings—The following 11 foreign Nations have also erected buildings upon the Exhibition grounds, viz: Australia, Brazil, Canada, Egypt, Germany, Great Britain, Japan, Morocco, Spain, Sweden, and Turkey.

≧ *Women's Pavilion*—Area about one acre. Cost \$30,000. Contains exhibits of exclusively Women's work.

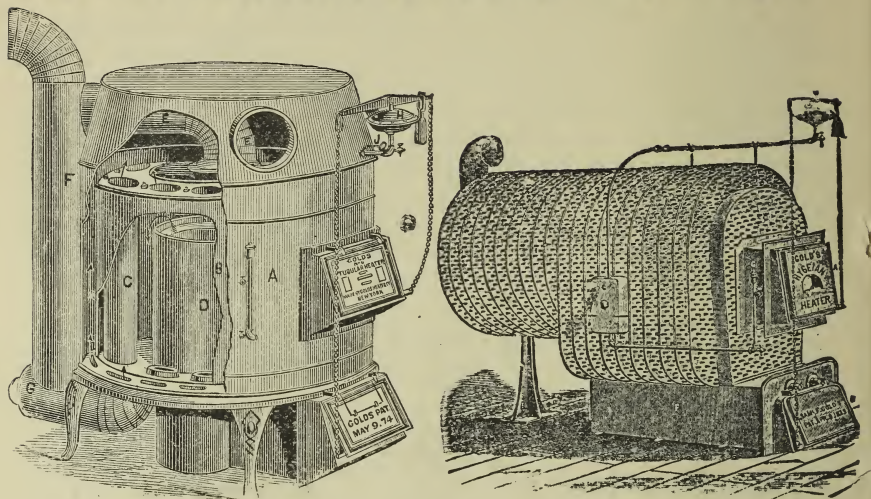
Judges' Hall—Length, 152 feet; width, 115 feet. Cost, \$30,000.

≧ *Photographic Art Building*—Area 19000 square feet. Cost \$26,000. Length 240 feet; width 75 feet. Contains exhibits of American and Foreign Photography.

Miscellaneous Buildings—Centennial National Bank, Shoe and Leather Building, Wagon and Carriage Building, House of Public Comfort, and various other minor edifices, including numerous Restaurants, Eating Stands and Cafes.

* The visitor to this building will find it worth his while, *en passant*, to stop at Column K, No. 21 and inspect the handsome display made by the leading house of Messrs. W. J. Wilcox & Co. of New York, Lard Refiners, and manufacturers of choice and No. 1 Lard Oils. Their goods are shipped to all parts of the world, and have become the standard on account of their purity, and uniformity. The capacity of their factory with late and modern improvements enables them to refine and deliver 1500 tierces of lard per day. From their Annual Circular for 1875, issued in March last, it is noticeable that of the total shipments of crude and refined lard from the port of New York for that year this firm alone shipped over 38 per cent.

Best Heaters in the World.



GOLD'S HEATERS.

“HYGEIAN,” “HEALTH,” “TUBULAR” AND “SANITARY.”

For Heating Public and Private Buildings of all kinds. Constructed on SCIENTIFIC PRINCIPLES, and operate by NEW AND IMPROVED METHODS. Simple, Durable and Economical, furnishing a PURE AND HEALTHFUL ATMOSPHERE.

Have Automatic Regulator Controlling the Draft.

Not a Hot Air Furnace,

Therefore, NO OVERHEATED SURFACE, and NO BURNT, POISONOUS AIR.

Not a Steam Heater,

Therefore, NO OFFENSIVE ODOR, LEAKAGE, NOR FREEZING.

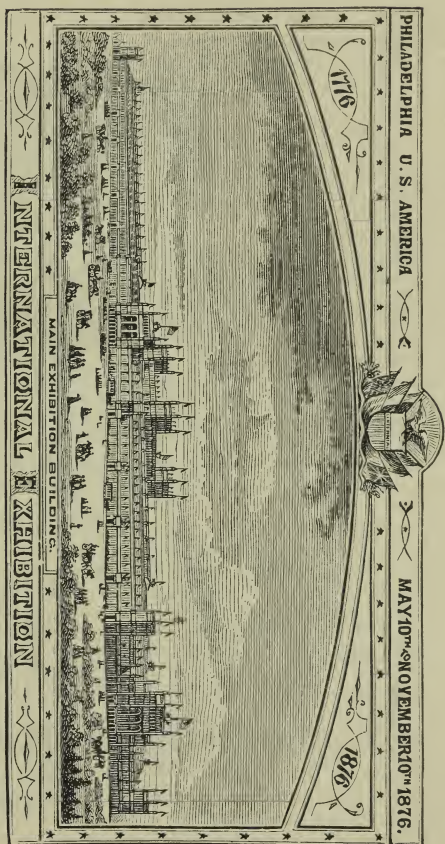
THE ONLY APPARATUS IN THE MARKET WHICH FURNISHES HEALTHFUL HEAT, AT THE MINIMUM OF COST.

ON EXHIBITION IN THE ANNEX TO THE MAIN BUILDING,
NEAR COLUMN B, 11.

Send for Descriptive Circulars.

GOLD'S HEATER CO.,

47 Cliff Street, New York City.



The space covered by the buildings erected for former world's fairs, and the cost of their erection, were as follows :

SPACE COVERED,		COST.			
ACRES.					
London, 1851.....	20	\$1,464,000	London, 1862.....	24	\$2,300,000
New York, 1850.....	5½	500,000	Paris, 1867.....	40½	4,596,763
Paris, 1855.....	30	4,000,000	Vienna, 1873.....	50	9,850,000

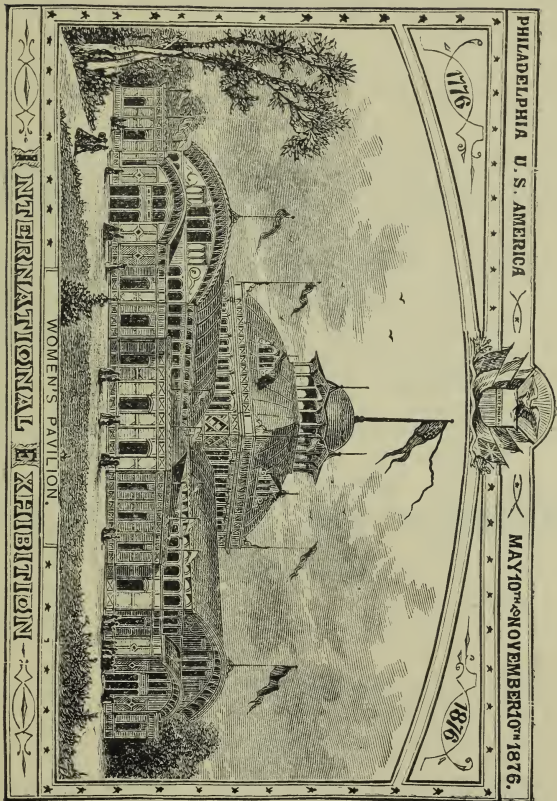
COUNTRIES REPRESENTED.

The following countries are represented by Commissioners at the Centennial and by exhibits in the main buildings, viz :

Argentine Republic, Australia, Austria, Belgium, Bolivia, Brazil, Canada, Chili, China, Denmark, East India, Ecuador, Egypt, France and Colonies, German Empire, Great Britain, Guatemala, Honduras, Italy, Japan, Liberia, Mexico, Netherlands, Norway, New South Wales, Orange Free State, Peru, Portugal and Colonies, Russia, San Salvador, Sandwich Islands, Siam, Spain and Colonies, Sweden, Switzerland, Tunis, Turkey, Venezuela, Victoria.

CENTENNIAL CALENDAR FOR 1876.

- Jan'y 5—Reception of Articles began.
 Ap'l 19—Reception of Articles ended.
 " 26—Unoccupied space forfeited.
 May 10—Opening of Exhibition.
 " 16—Exhibit of Pomological Products and Vegetables begins
 " 30—Knights Templars' Annual Conclave.
 June 1— " " Grand Parade.
 " 7—Exhibit of Strawberries begins.
 " 13—Order of Good Templars' Gathering.
 Exhibit of Butter and Cheese begins.
 " 15—Field trials of Mowing Machines, etc., begin.
 " 20—Exhibit of Vegetables and Honey begins.
 " 22—International Regatta (New York Bay.)
 July 2—Authors' Congress.
 " 3—Exhibit of Raspberries and Blackberries begins.
 " 4—Centennial Ceremonies, Exhibition Grounds.
 Military Parade.
 Irish Societies Parade.
 " 5—Exhibit of Reaping Machines begins.
 " 8—United American Mechanics' Parade.
 " 18—Exhibit of Southern Pomological Products begins.
 Aug. 20—International Rowing Regatta.
 " 22—Knights of Pythias Parade.
 Exhibit of Melons begins.
 Sept. 1—Exhibit of Horses, Asses and Mules, also Dogs, begins.
 " 4—International Medical Congress.
 Exhibit of Peaches begins.
 " 11—Exhibit of Northern Pomological Products begins.
 " 19—Exhibit of Autumn Vegetables begins.
 " 20—Odd Fellows' Parade.
 Exhibit of Horned Cattle begins.
 " 25—Exhibit of Cereals begins.
 Oct. 10—Exhibit of Sheep, Swine and Goats begins.
 " 27—Exhibit of Poultry begins.
 Nov. 10—Main Exhibition closes.
 Dec. 31—All Exhibits to have been removed.



PEOPLE'S LINE of STEAMBOATS

New York to Albany.

STEAMERS

ST. JOHN,

CAPT. T. D. CHRISTOPHER,

Monday,

Wednesday,

Friday,

DREW,

CAPT. S. J. ROE,

Tuesday,

Thursday,

Saturday.

**From Pier 41, N. R., south side of Canal St.,
Near Jersey City Ferry, Desbrosses St.**

AT SIX O'CLOCK P. M.

Connecting with trains of New York Central, Albany and Susquehanna, Rensselaer and Saratoga, and Boston and Albany Railroads.

Tickets can be had at the Office on the Wharf, to all points West and North—Adirondacks, White Mountains, via Lake George, Lake Champlain, &c., &c.

Also at Dodd's Express Office, 944 Broadway, and No. 4 Court Street, Brooklyn, and Baggage checked to destination. Telegraph Office on the Wharf.

Passengers leaving Washington at 8 a. m., Baltimore at 9:25 a. m., Philadelphia at 1:15 p. m., arrive at New York at 5:15 p. m.—in time to connect as above.

SUPPER AND BREAKFAST ON BOATS.

Albany to New York.

STEAMERS

DREW,

CAPT. S. J. ROE,

Monday,

Wednesday,

Friday.

ST. JOHN,

CAPT. T. D. CHRISTOPHER,

Tuesday,

Thursday,

Saturday.

From STEAMBOAT LANDING, on arrival of trains of New York Central, Albany and Susquehanna, Rensselaer and Saratoga, and Boston and Albany Railroads.

Arriving in New York in time to connect with trains South and East.

Cars of Rensselaer and Saratoga Railroad take passengers to Boats.

Tickets to Newark, New Brunswick, Trenton, Burlington, Philadelphia, Wilmington, Baltimore, and Washington City, for sale on the Boats, and Baggage checked to destination.

For delivery of Baggage, apply to Baggage Masters on Boats. Hudson River Railroad Tickets taken for passage, including State Room Berths. Rooms heated by steam during cool months.

JOHN C. HEWITT, G. T. Agent.

Hudson River By Daylight

The only way to see the Hudson River (the Rhine of America), and the most charming scenery through which it passes, is to take

The New York and Albany Day Line

STEAMERS,

CHAUNCY VIBBARD & DANIEL DREW,

Leaving New York every morning (except Sunday), from foot of Vestry St., Pier 39, N. R., adjoining Jersey City Ferry, where passengers leave the Penna. R. R. cars from Philadelphia and CENTENNIAL EXHIBITION for the most celebrated resorts North and West. Landing at West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill, and Hudson, affords the tourist the best opportunity of visiting those places whose names are so often written upon the pages of REVOLUTIONARY HISTORY, and arriving at Albany to connect with trains for Niagara Falls, Saratoga Springs, Lake George, the Adirondacks, &c., &c.

RETURNING, leave Albany every morning, making same landings, arriving in New York for trains South and West.

For Time of leaving, see New York daily papers.

ISAAC L. WELSH, G. T. A.,

Pier 39, North River, N. Y.

Manhattan Silver Plate Co.

OFFICE, 39 JOHN STREET, NEW YORK,

Manufacturers of every Description of

Silver-plated Ware, Ice-pitchers, Castors, Cake Baskets

— &c., &c. —

Spoons, Forks and Table Ware of the Finest Quality.

SOLE MANUFACTURERS OF YOUNG'S PATENT COFFEE PERCOLATOR.

Factory 382 to 390 2d Avenue, New York City.

THE OLD RELIABLE
STONINGTON LINE

BETWEEN

New York, Providence,

BOSTON,

AND ALL POINTS EAST.

NOT A TRIP MISSED IN SEVEN YEARS.

THE MAGNIFICENT STEAMERS

Rhode Island,

Stonington,

Narragansett,

Comprising the **Finest Fleet of Steamers on
Long Island Sound.**

THIS LINE AVOIDS the **DANGERS** of **POINT JUDITH**

From Pier 33, North River, } **5 p.m.**
Foot of Jay Street.

*Arrives in Boston ahead of all other Lines, and makes sure
connections with all Eastern trains.*

Tickets for Sale at all Principal Ticket Offices.

L. W. FILKINS,

General Passenger Agent.

TOURISTS WILL FIND THE
NORWICH LINE

— FOR —

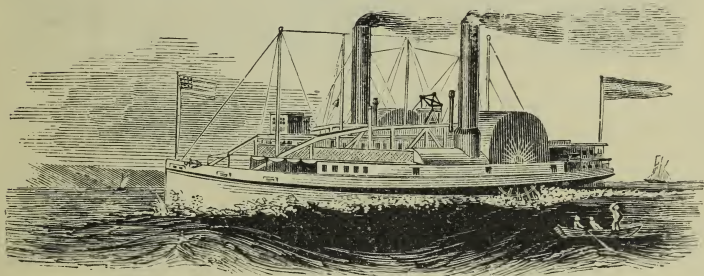
BOSTON AND THE WHITE MOUNTAINS

— VIA —

NEW LONDON AND WORCESTER.

THE MOST DIRECT AND POPULAR ROUTE FOR

SUMMER PLEASURE TRAVEL.



STEAMERS

City of New York

CAPT. H. C. LANPHEAR,
MONDAYS,
WEDNESDAYS,
and FRIDAYS.

City of Boston

CAPT. WM. D. WARD,
TUESDAYS,
THURSDAYS,
and SATURDAYS.

5 P. M.
in Summer

{ From Pier 40, North River, }
{ Foot of Canal and Watts Streets. }

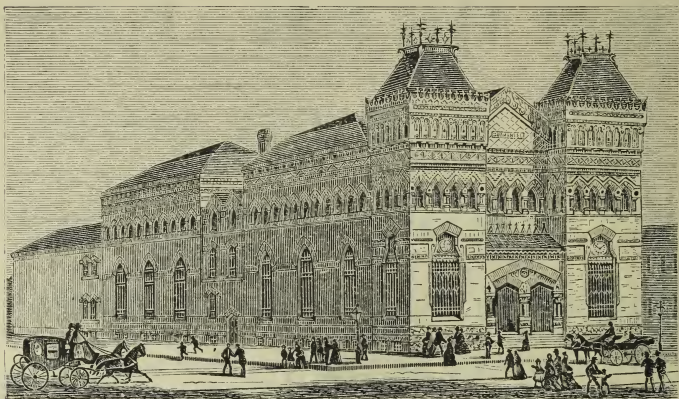
4 P. M.
in Winter.

For Through Tickets, Time Tables, etc., inquire of

S. A. GARDNER, Jr.,
Sup't.

WALTER F. PARKER, Agent,
Pier 40, North River.

316, 318 & 320 CHESTNUT ST., PHILADELPHIA.



GUARANTEE

Trust and Safe Deposit Co.

The ABSOLUTELY FIRE AND BURGLAR-PROOF VAULTS of this Company offer perfect security to Depositors.

Small wrought iron safes inside these vaults to rent, at \$10 to \$125 per annum.

Bonds, stocks, silverware, jewelry, and valuables of every description, received for safe keeping UNDER GUARANTEE, at moderate rates.

Interest allowed on deposits of money, subject to check at sight.

The Company also acts as executor, administrator, guardian, agent, attorney, &c., and executes *Trusts of every description*.

Strangers visiting the city are invited to inspect the building.

EDWARD C. KNIGHT, PRES'D'T.

JOHN S. BROWN, Vice-Pres't and Treas'r.

JOHN M. HAZEL, Secretary.

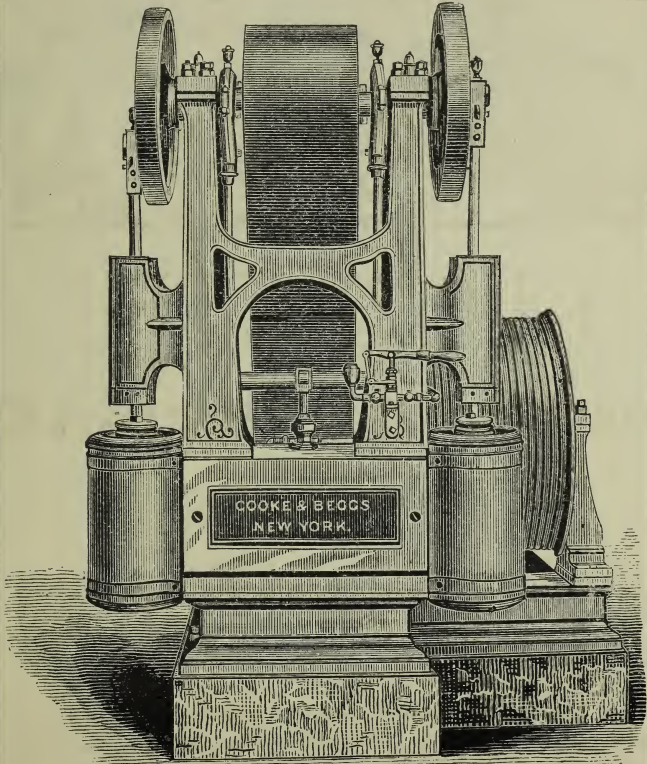
COOKE & BECCS,

STEAM

Freight and Passenger Elevators

*FOR HOTELS, STORES, OFFICE BUILDINGS,
WAREHOUSES, Etc.*

Practical Machinists and Engineers.



Three Hundred Elevators in Use.

**No. 16 Cortlandt Street,
NEW YORK.**

The nearest Hotel to Liberty St. Ferry
and the "NEW LINE" terminus.

Merchant's Hotel,

35, 37, 39 & 41

CORTLANDT STREET,

New York.

Price, - \$3.00 Per Day.

WM. G. SCHENCK.

The Singer Still Triumphant!

Sales Rapidly Increasing Year by Year.

SALES OF 1875.

The Singer Manufacturing Co.

Sold 249,852 Machines.

Wheeler and Wilson Mfg Co., 103,740; Remington Sewing Machine Co., 25,110; Howe Machine Co. (estimated), 25,000; Weed Sewing Machine Co., 21,993; Domestic Sewing Machine Co., 21,452; Grover and Baker S. M. Co. (estimated), 15,000; Wilcox & Gibbs Sewing Machine Co., 14,522; American B. H. & Co., Sewing Machine Co., 14,406; Gold Medal Sewing Machine Co., 14,262; Wilson Sewing Machine Co., 9,508; Victor Sewing Machine Co., 6,103; Florence Sewing Machine Co., 4,892; J. E. Braunsdorff & Co., (Ætna,) 1,447; Secor Sewing Machine Co., 1,307; McKay S. M. Assn., 161.

Tables of Sales published year by year show that, of all kinds of Sewing Machines claiming attention, the SINGER has proved most popular.

To republish all the sales of past years would be too long a story. We will, therefore, briefly glance at them, by way of showing the strife for pre-eminence among manufacturers. We will not go farther back than 1871. In that year there were about twenty-five different companies, each busy in presenting the merits of its own wares. The Singer Manufacturing Company sold, in 1871, 181,260 Machines, being 1,896 more than were sold by its two principal competitors during said year. In 1872, the Singer Manufacturing Company sold 219,758, or 45,670 more than its principal competitor. In 1873, the Singer Manufacturing Company sold 232,444 Machines, being 113,254 more than were sold by its principal competitor, and as many as were sold by ALL its other competitors combined. The sales of the Companies generally in that year (1873) fell short of those of 1872, but the sales of the Singer Manufacturing Company were largely increased. In 1874, the Singer Manufacturing Company sold 241,679, being 148,852 more than were sold by any other Company. Now we come to the sales of 1875, which, of the Singer make, amounted to 249,852, being 146,112 more than were sold by any other Company. The statistics of sales, on which these remarks are based, are from returns made to the owners of the principal Sewing Machine Patents. If the figures given do not prove the superiority of the Singer Machines in general, and especially of the Singer Family Machine, of which the sales mostly consist, they at least prove that they are the most popular in the market; and we think it fair to infer that prolonged popularity indicates the merit essential to a really useful Sewing Machine.

Singer Manufacturing Co.,

Principal Office, 34 UNION SQUARE, N. Y.

Principal Domestic Branches.

Albany,.....	39 North Pearl St.
Atlanta, Cor. Broad & Alabama Sts.	
Boston,.....	69 Hanover St.
Buffalo,.....	256 Main St.
Baltimore,.....	13 N. Charles St.
Chicago,.....	111 State St.
Cincinnati,.....	61 West Fourth St.
Charleston,.....	186 King St.
Cleveland,.....	350 Euclid Ave.
Detroit,.....	70 Woodward Ave.
Indianapolis, 72 & 74 W. Washington St.	
Louisville,.....	164 Fourth St.
Memphis,.....	279 Main St.
Milwaukee,.....	101 Wisconsin St.
Nashville,.....	123 Church St.
New Orleans,.....	91 Canal St.
New Haven,.....	52 Orange St.
Newburgh,.....	88 Water St.
Newark,.....	766 Broad St.
Philadelphia,.....	1106 Chestnut St.
Pittsburg,.....	10 Sixth St.
Poughkeepsie,.....	33 Market St.
Richmond,.....	821 Main St.

St. Louis,.....	404 N. Fifth St.
St. Paul,.....	19 East Third St.
Savannah,.....	172 Broughton St.
San Francisco,.....	118 Sutter St.
Troy,.....	4 1/2 Franklin Square.
Utica,.....	195 Genesee St.
Wheeling,.....	1301 Market St.

Principal Distributing Agencies.

Brooklyn,.....	321 Fulton St.
Elmira,.....	142 W. Water St.
Hartford,.....	5 Allyn House Block.
Ithaca,.....	4 South Tioga St.
Jersey City,.....	51 Montgomery St.
Providence,.....	186 Westminster St.
Rochester,.....	43 State St.
Syracuse,.....	48 South Salina St.

Principal Foreign Branches.

London,.....	147 Cheapside, E. C.
Liverpool,.....	21 Bold St.
Manchester,.....	105 Market St.
New Castle,.....	58 Northumberland St.
Leeds,.....	1 Commercial St.
Bristol,.....	19 High St.

South London, 8 Newington Causeway	
Dublin,.....	69 Grafton St.
Belfast,.....	7 Donegal Square.
Glasgow,.....	65 Buchanan St.
Aberdeen,.....	46 George St.
Dundee,.....	49 Reform St.
Hamburg,.....	3 Neuerwall.
Berlin,.....	37 Mohren Strasse.
Breslau,.....	34 Strauss.
Bremen,.....	142 Frankfort.
Frankfort,.....	10 Hammonia.
St. Petersburg,.....	
Madrid,.....	
Paris,.....	94 Boulevard
	Sebastopol.
Melbourne,.....	Corner Bourke and Russell Sts.
Valparaiso,.....	Calle del Cabo, 115
Montevideo,.....	
Rio de Janeiro, S. A. 108 Rua de Ovidor.	
Havana, CUBA, Calle Obispo, 125.	
Montreal, C. E., 465 Notre Dame.	
Hamilton, Ont.,.....	
London, Ont.,.....	165 Dundas St.
Toronto, Ont.,.....	22 Toronto St.



3 0112 098491043

The Merchants' Insurance Co.

OF NEWARK, N. J.

No. 776 and 778 BROAD STREET.

Statement, January 1st, 1876.

ASSETS.

Cash.....	\$34,060 41
Loans on Collateral.....	31,150 00
Bond and Mortgage, being first liens.....	398,591 96
Government Bonds, par.....	125,000 00
City Bonds cost.....	149,512 50
Premium on Bonds.....	31,537 50
Real Estate occupied by Company.....	86,500 00
Interest due and accrued.....	14,530 62
Rents due.....	1,250 00
Premiums in course of transmission.....	47,959 10
	<hr/>
	\$911,092 09
Cases in process of adjustment.....	\$28,185 81

The Company is so well and favorably known as sound and responsible, as well as fair and honorable in the conduct of its business, that it naturally attracts business wherever it goes.

The MERCHANTS' has agents in all the principal cities of the Union, and solicits patronage from those seeking protection against loss by fire.

C. W. STANDART, AGENT,
139 Broadway, New York.

WM. W. ALLEN, AGENT,
112 S. 4th St., Philadelphia.

ROBERT H. WASS, MANAGER,
Branch Office, 24 Exchange Place, Boston.